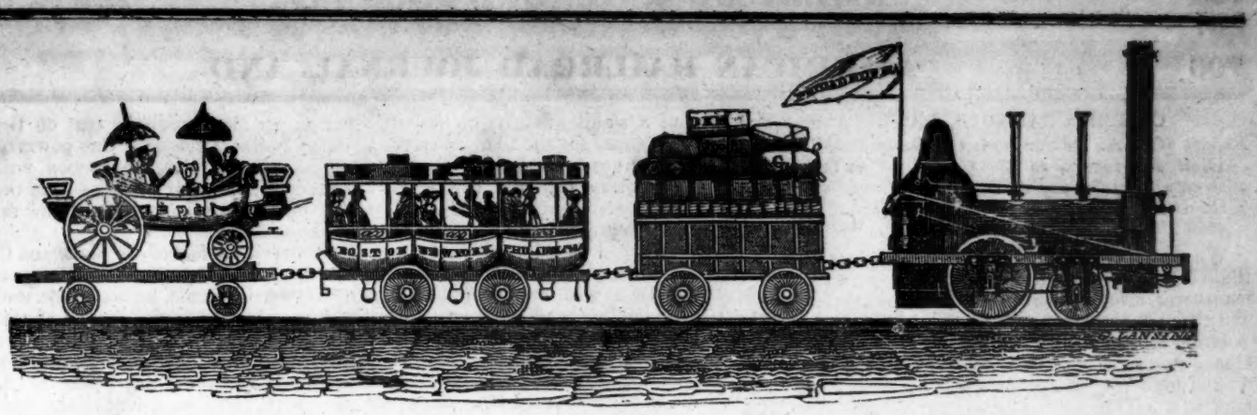

AMERICAN RAILROAD JOURNAL,
AND ADVOCATE OF INTERNAL IMPROVEMENTS.

PUBLISHED WEEKLY, AT No. 35 WALL STREET, NEW-YORK, AT THREE DOLLARS PER ANNUM, PAYABLE IN ADVANCE.

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AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, NOVEMBER 15, 1834.

BALTIMORE AND OHIO RAILROAD.—We have been favored with the eighth annual report of the President and Directors, to the Stockholders, of the Baltimore and Ohio Railroad Company, from which we shall publish the report of the Chief Engineer, the Treasurer, the Superintendant of Machinery, and of Transportation.

The business, on the part completed, has materially increased since last year; and the operations on that part of the road between the Point of Rocks and Harper's Ferry have been prosecuted with great success—the road being now nearly ready for use.

The Baltimore and Washington Road is also in a great state of forwardness, and will probably be in use by the middle of the ensuing summer.

The income of the road has materially increased since last year, and it will probably be nearly doubled next year, in consequence of the extension of the road to Harper's Ferry, there to unite with the Winchester road, thereby opening a direct intercourse with the most fertile part of Virginia.

We are gratified to learn of the progress of this great work. It is the parent of most other railroads in the country; and its projectors and managers deserve well of community for their enterprise.

CHESAPEAKE AND OHIO CANAL.—We publish, in this number of the Journal, a notice of a meeting held in Maryland, for the purpose of calling a convention at Baltimore, upon the subject of the continuation of this great work. This Canal may be truly deemed a national work, and therefore it is much to be desired that measures should be taken to insure its continuation and completion. If business will permit, we shall endeavor to be in Baltimore at the time designated for the holding of the Convention.

MICHIGAN AND ILLINOIS CANAL.—We are indebted to a friend for a public document of the last Congress, containing a letter, written in December last, by General DUNCAN, then a member of Congress, Governor elect of Illinois, to Mr. MERCER, chairman of the committee on roads and canals, relative to the contemplated canal from Chicago to the Illinois river, together with Col. Gratiot's letters upon the same subject, communicating the report of H. Belin, Esq., Civil Engineer, who surveyed the route upon which Mr. Mercer's able and interesting report, accompanying them, is founded. This document contains, in about 20 pages, much valuable information, and we shall therefore lay it before our readers entire in our next number; and we bespeak for it an attentive perusal, especially by the citizens of New-York, to whom, when taken in connexion with the contemplated SHIP CANAL, around the Falls of Niagara, and another from Lake Ontario, at Oswego, to the Hudson, it is of the first importance.

There is a map accompanying this pamphlet of the entire route, and we have one also of the contemplated canal around the Falls of Niagara, which may be examined by those who desire, by calling at the office.

We have in our possession much more interesting matter relating to this grand work, which we shall lay before our readers at our earliest convenience.

Col. Long, the United States Topographical Engineer, who has been engaged in the reconnoisance of the grand route of the Atlantic and Mississippi Railroad, through the northern parts of Georgia, Alabama, Mississippi and the Western District of Tennessee, is, we learn, now engaged in viewing a central route, passing by Cotton Gin, Mississippi, and so on through this State to Savannah and Georgia. His report will be published as soon as his reconnoisances are completed. We shall embrace the earliest opportunity to lay it before our readers, or at least such part of it as may be immediately interesting.

To the Editor of the New York American :

COST OF RAILROADS.—Your correspondent W. has recently given to the public through your columns a synopsis of several Railroad articles lately published, in which the following statement appears, among others relating to the cost of American Railroads.

"The Mohawk and Hudson Railway has cost $90,000 and bids fair to cost $100,000 per mile, *before it is got* quite right."

If the estimated cost of the Long Island Railroad, as given by your correspondent should prove as erroneous as the historical statement which is here quoted, it may occasion much disappointment to the friends of that enterprize. But believing with him that such statements "if untrue and illusory should be contradicted," I take the liberty of denying the above in any part of its application to the Mohawk and Hudson Railway;—either as relates to the existing state of facts or the prospective inuendo.—Will your correspondent have the goodness to give us the authorities on which so grave a statement has been put forth? MOHAWK.

Important for the Pennsylvania Canal and Railway.—We have been credibly informed that arrangements are making in the city of New York, for organizing a company with an extensive capital, to carry trade to and from New York and Pittsburg, via the Delaware and Raritan Canal and Pennsylvania Canal and Railway.

Of the reasonableness of such a project no one can doubt. The Pennsylvania canal opens from six to eight weeks earlier, in the spring, than that of New York. Merchants in New York must either make arrangements to transport merchandize to the west on the Pennsylvania canal and railway, or they must lose the spring sales. In addition, it appears that arrangements are making for running a regular and daily line of steamboats to and from Pittsburg, next season.

The above, from the Harrisburg Reporter, contains interesting information, IF TRUE. Can any of our readers inform us whether there is any foundation for this rumor?

We learn from the English papers that the steam project *viâ* Egypt is forthwith to be put to the test under proper auspices. The Hugh Lindsay steamer is to leave Bombay on the 10th of February, and to be met at Alexandria by a branch steam vessel from Malta. The Hugh Lindsay is to remain at Suez till met by the regular Mediterranean packet from Falmouth, to be despatched March 3; and the Maltese boat set out on her return to that island between the 15th and 20th of the same month. The railroad across the Isthmus of Suez, established by Mehemet Ali, will, it is hoped greatly facilitate the success of this important plan of communication.

COLUMBIA RAILROAD, S. C.]

Report of A. A. Dexter and C. E. Detmold, Civil Engineers, to the Committee on the Preliminary Survey of the Upper Route of the Columbia Railroad—September, 1834.

(Continued from page 692.)

We would recommend the laying of longitudinal sills, or scantling, under the caps, or transverse sleepers, on all the embankments, and through the loose soil, in the excavations. A larger size of caps than that adopted on the Charleston road we should also prefer, as well as a diminishing of the distance between the supports. The arrangement may be as follows: Longitudinal sills, hewed lightwood, or heart pine timber, as a support for the caps, of length not less than 20 feet, 9 x 9. Transverse caps 9 feet long, 8 x 10, let 4 inches into the longitudinal sills, and secured by keys. On the Charleston road the transverse caps are secured to the sills by 2 inch trenails, which are objectionable from admitting water into the pin hole, and engendering decay. The transverse caps should be placed 5 feet apart, so as to give five supports to a rail of 20 feet in length, instead of four, as on the Charleston road. The rails 6 x 9 should be let 4 inches (full) into the caps, and may be secured by a dovetailed wedge to prevent the rail from raising and the key from working loose.

A mile of Road constructed on this plan would cost on an average as follows:

Clearing, grubbing, and opening tract, *(aver.)* -	$150
10,560 feet of longitudinal sills at 3 c. - -	316 80
1,056 caps—9 ft. long 8 x 10 at 4 c. per lineal ft.	380 16
Railing 6 x 9—47,520 feet at $9, - - - -	427 68
Laying longitudinal sills per mile, - - -	225
Putting on caps - - - - - - -	250
Putting on rails and preparing top surface for the iron - - - - - - - - -	300
Laying down the iron, - - - - - -	30
Making side drains and filling in between caps and sills, - - - - - - - - -	150
Amount, exclusive of iron, -	$2,229 64

In regard to the plan of iron, we would decidedly recommend a much heavier plate than that made use of on the Charleston road. There is no economy in the purchase of thin iron. Every day's experience shows this. The half inch iron ought never to be put on a road intended for Locomotive Engines. It was only adopted on the Charleston road from the urgent necessity of economizing in the first cost.

The great weight of the cars rolling over the thin plates, at a rapid velocity, tends to depress the bars, loosen and break off the spikes, and to produce great inequality of surface, from the sinking of the plate into the string piece below.

We believe you would ultimately find it a judicious investment of capital to purchase iron three fourths of an inch in thickness, with a large flange, or downward rectangular projection on the inner edge of the plate, of half an inch in depth from the under surface of the bar. This flange would not only prevent lateral friction between the wheel of the locomotive and the string piece, but would greatly tend to the preservation of a uniform surface, by stiffening the plate. Iron of this description would cost including spikes about $1625 per mile.

Iron five-eighths of an inch in thickness, two and a half inches wide, with a flange, as above, would be vastly superior to any of the iron plates now used in this country, and costing less than that above described, would answer the purpose of augmenting the stability, maintaining evenness of surface, and lessening the friction of the road. The thickness of the iron would allow a sufficient depth of countersink to prevent any collision between the surface of the wheel and the spike head.

We would recommend you by all means to adopt at least iron of this weight. The addition of a flange so evidently an improvement on the ordinary construction, will add but little or nothing to the cost, per ton, of the material.

The cost of a small quantity of half inch flanged iron, imported for the Charleston road, was only ten shillings per ton more in Liverpool than the ordinary iron. We think a large order for theis iron would be filled in England at the same price as that of the plain plates.

The cost of the plain plates used on the Charleston road was $46 62 per ton delivered. That of the flanged plate, $48 84 per ton. Of the iron five eighths of an inch in thickness, with a flange such as we recommend to your adoption, the number of tons in a mile would be 26—which say at fifty dollars per ton would be $1300, or $1425 including the cost of spikes.

A solid and rigid uniformity of surface is of the first importance to the successful running of the locomotives, which from their rapid motion are liable to derangement from slight impediments or inequalities in the surface, acting incessantly, and heightened by the velocity.

Light blows continually repeated fracture large masses. Hence where engines run a great distance daily, on an ordinary road, we may expect a frequent parting of axles and breakage of machinery.

In using a staunch and heavy iron plate you will not only save a great deal of expense in the supervision and repair of the road, the attention to raised bars, broken and loosened spikes, &c. but you will also save incalculably in the prevention of accidents to your locomotives, the frequent occurrence of which robs the Treasury of its revenues, and impairs the confidence of the public.

It is also necessary in forming an estimate of the probable cost, to ascertain the number of engines and cars which will be requisite in the transportation.

The distance being but 59 miles from Columbia to Branchville, and from the latter point to the head of the Plane about forty eight miles,—the whole distance from Columbia to Branchville, and back, 118 miles, may be very readily accomplished in the conveyance of the mail and passengers by two locomotives, plying each way, from the foot and head of the plane. By the present arrangement, leaving Charleston at 6 o'clock, the engines arrive at Branchville (62 miles) between half past 10 and 11 o'clock.

As the Columbia road will be probably constructed on a more substantial and perfect plan than the main track, a speed of 18 miles in the hour may be allowed, with perfect safety, and time enough permitted, leaving Columbia at 6 o'clock, to allow an arrival at Branchville in time to meet the engine from Charleston. Passengers for Charleston would remain at Branchville about one hour and a half, for the arrival of the locomotive from Hamburg, due by the present arrangement at fifteen minutes past twelve. The passengers for Columbia, both from Charleston and Hamburg, would then take passage in the locomotive at 1 o'clock, and arrive at the head of the plane, making due allowance for stoppages, at half past four o'clock, and arrive in Columbia at thirty minutes past five. The engine plying between Columbia and the foot of the plane, owing to the shortness of the route, say ten miles and a half, might almost be considered a reserve engine; and could be drawn up the plane, and used as such, when occasion required. However, it will be better to keep an extra passenger-engine on hand, to be used when repairs may be necessary to either of the other locomotives.

Supposing that the freight from Columbia may be equal to the transportation of 70,000 bales of cotton, annually, and that the exigencies of business require the conveyance of a larger part of the above in the fall and winter months,—then, if 500 bales daily leave Columbia, in 140 days, or 4⅔ months, the amount would be consumed. Making all allowances, it is not probable that more than 500 bales of cotton per diem would be sent on the railroad in the business season. One powerful freight engine of the *best construction* will readily convey this number of bales from the head of the plane to Branchville, at the rate of ten miles an hour.

Between the foot of the plane and Columbia, the engine could perform small trips daily, and the 500 bales could be taken up the plane in the morning, after the arrival of the locomotive, in 4 hours, and in time for the arrival of the same at Branchville before six o'clock. Cotton brought the day before to the foot of the plane, could be raised to the head in the evening, and depart at five o'clock A. M. for Branchville, in time for the same engine which carried it, to return to the head of the plane, with her load of up freight, which would arrive at Columbia early in the morning of the next day. By this arrangement, which it now strikes us would be the best, but 2 freight engines would be kept in constant operation,—and one spare freight engine, only, would be requisite; and we think the company may commence business with 3 freight and 3 passenger engines. However, to provide against all contingencies of accidents and press of business at particular periods, we will estimate for 4 freight, and 3 passenger locomotives, of the best English construction.

4 powerful English freight engines, of the size of the Columbia on the Charleston road, will cost, delivered in this country, - - - - - -	$24,000
3 light English passenger engines, like the Edgefield on the Charleston road, will cost, delivered, -	15,000
16 passenger carriages, at $550, - - - -	3,300
80 freight cars made on the improved model of those now used on the Charleston road, tin roofed and proof against fire from the locomotives, fixed in springs, and capable of holding 20 bales of cotton each, will cost, made by contract and delivered to the company, $325, - - - - - - -	26,000
4 baggage cars, $250, - - - - - -	1,000
Stationary engine and fixtures for the inclined plane complete, - - - - - - - -	11,000
Duplicates of parts of the machinery of engines, tools for work-shops, &c., - - - - - -	2,500
Amount, - - - - -	$82,800

Estimate of the Total Cost of the Work.

SECTION 1.

10½ miles in length from Columbia to the foot of the inclined plane. Graduation complete at $2,930 per mile, - - - - - -	$30,765
10½ miles construction at $2,229 64 per mile,	28,411 23
Probable cost of bringing the road across the present bridge into the city, - - - - -	15,000
Fixtures at termination of horse track, and increased width of excavation, &c. - - - -	1,200
Dopository at Columbia for freights - -	5,000
Engine depot, south side of river, with work-shops, &c. - - - - - - - - -	3,000
1 turnout and water station with house for attendant, - - - - - - - - - -	800
Crossing of the Congaree and Six Mile creeks,	1,800
Culverts, roads, and farm bridges, - - -	2,100
	$83,076 22
Add 10 per cent., - - - - - -	8,307 62
Amount, - - - - -	$91,383 84

SECTION 2.

Inclined Plane ¾ mile.

Inclined plane with graduation and construction complete - - - - - - - -	$15,000
Putting up engine house—foundation for machinery—building furnace, well, and other fixtures, including double tracks—house for attendant, &c. - - - - - - - - -	8,500
	$23,500
Add 10 per cent. for contingencies, - -	2,350
Amount, - - - - -	$25,850

SECTION 3.

From head of Inclined Plane to descent into the Cawcaw Swamp, 25¼ miles.

25¼ miles graduation complete at $2,460 per mile, - - - - - - - - -	$61,806 50
Construction of 25¼ miles at $2,229 64, -	56,855 82
4 turn outs with water stations and houses for attendants at $800, - - - - - -	3,200
Culverts, road and farm bridges, altering roads, securing fields, &c. - - - - -	1,800
Depositories, - - - - - -	2,000
	$125,662 32
Contingencies 10 per cent. - - - -	12,566 23
Amount, - - - -	$138,228 55

SECTION 4.

From the descent into the Cawcaw to the Orangeburg road east of Orangeburg, 6¼ miles.

6¼ miles graduation at $3,500 per mile,	$22,750 00
Construction,	14,492 66
Viaduct and bridge work in the Cawcaw swamp,	5,000 00
Culverts, road and farm bridges, securing entrance into fields, &c.	1,200 00
Turnout at Orangeburg with depository building, &c.	3,500 00
	$46,942 66
Contingencies 10 per cent.	4,694 26
Amount,	$51,636 92

SECTION 5.

From the end of Section 4, near Orangeburg, to Branchville, 15 6-10 miles.

Graduation 15 6-10 miles at $1,120,	$17,472
Materials and construction of 15 6-10 miles at $2,229 64,	34,782 38
Culverts and side drains, road and farm bridges,	1,700
3 turnouts, houses, &c. with extra sideling at Branchville,	3,000
Extra for depository at Branchville,	1,500
	$58,454 38
Add 10 per cent.	5,845 43
Amount,	$64,299 81

SUMMARY OF THE COST.

Sec. 1,	$91,383 84
Sec. 2, inclined plane,	25,850 00
Sec. 3, to Cawcaw,	138,228 55
Sec. 4, to east side of Orangeburg	51,636 92
Sec. 5, to Branchville,	64.299 81
	$371,399 12
Iron and spikes for 61¼ miles of road, including turnouts, double track at plane, extension over river at Columbia, &c. at $1,525 per mile, with an allowance for transportation, &c.	93,787 50
Cost of machinery as per estimate,	82,800
Total cost,	$547,986 62

Estimate of the expense of transportation, repairs, superintendance of road, &c.

Running 2 locomotives daily on south side of plane, including allowance for wear and tear of engines, &c. at $16 daily for 312 days,	$9,984
2 do. on north side of plane at $14	8,736
Stationary engine, per diem, $16,	4,982
One general superintending engineer,	1,500
Master of work-shop,	900
Expense of work-shop, hands and materials,	8,000
20 negroes at turnouts, stations and in depositories, at $100,	2,000
50 negroes to keep the road in order, partly understanding the use of tools, $110,	5,550
2 superintendants of the above hands,	900
3 agents at depositories,	1 800
	$44,312
Add 10 per cent. for contingencies,	4,431 20
Amount,	$48,743 20
Taking the estimate of business furnished by the Committee, the down and up freight will amount to	$70,000 00
Mails to Charleston and Augusta,	10,000 00
100 passengers per week, down and up, or 10,400 passengers at $3 each,	31,200 00
	$111,200 00
Deduct annual expense	48,743 20
Nett revenue,	$62,456 80

Equal to 11 3 10 per cent. on the Capital.

We think the estimate of revenue very moderate, and judging from the receipts for up freights on the Charleston road, considerably within bounds. Way passengers and pleasure parties from Columbia to the plane will also augment the receipts. At the same time, both in our estimate of the cost of the work, and in that of the annual expense attending its operation, we have put every thing at its highest value, and made liberal allowances for all possible contingencies. A great allowance should be made for the invigorating influence given to the trade of every place by augmenting the facilities of intercourse with the sea board. We may reasonably expect that a large amount of goods for the upper Districts of Carolina, now received by way of Hamburg and Augusta, will, on the completion of the Columbia railway, find their destination through the new and more convenient channel.

Future extensions of the road into the interior, to Tennessee, and North Carolina, with the necessary consequence, a vast addition to the revenue, should not be lost sight of in estimating the profits of the enterprize.

Much could be said upon the interesting and important topic of a connexion with these fertile Northern and Western regions, whose agricultural treasures naturally seek a vent through this channel, to the sea board, but we are aware, Gentlemen, of your superior information in all that regards this subject, and of course the little necessity of further remark on our part.

With our best wishes for the full success of this enterprize, the prospects of which are in every respect so highly encouraging, we have the honor to be, with the highest respect, your most obedient servants,

ANDREW A. DEXTER,
C. E. DETMOLD.

Columbia, Sept. 12, 1834.

—

To Messrs. Hart, Clarke, Blanding, Ewart, Boatwright and Wallace, Committee.

GENTLEMEN: It having been suggested to us that an estimate of the cost of the proposed railroad from Columbia to Branchville, based on the plan of Pile construction, as adopted on the Charleston and Hamburg railroad, instead of that of a superior embankment road, as estimated for in our report, would be satisfactory to the committee, we submit to you a statement showing the reduction which could be effected in the cost, should the Stockholders deem fit to adopt the Charleston road as a model. In that case even, you would have a road decidedly superior to the Charleston road, in point of permanency and stability, for your route embraces a dry and elevated region of country, free from the many swamps, morasses and ponds which abound in the other line, where the piles would reach a solid basis, to the prevention of any settling, or derangement of the superstructure.

By the plan of pile construction, the saving in the cost would be	$73.027
In the cost of iron plates, using the ¼ inch iron, instead of bars ½ inch in thickness with *a flange*, as recommended in our report,	32,100
Amount to be saved,	$105,127
Deducted from estimate as in report,	547,986
Total cost on plan of the Charleston road,	$442,859
Of the above there would be for cost of locomotive engines, cars, and machinery, $82,800	
For depositories, crossing the Congaree, turnouts, and houses for attendants, &c. 38,200	
Iron plates ¼ x 2½, 61,687	
Inclined plane, 25,850	
	208,537
Amount for excavation and wood construction of 59 miles of road, including 10 per cent for contingencies,	234,322
Amount,	$442,859

Our reasons in favor of the plan of a permanent embankment road, with thick flanged iron plates, are given at large in the report, but yet as the proprietors may think it advisable to adopt a cheaper plan, we submit the above estimate to your consideration, fully confident that the amount is amply sufficient to cover all the expenses incidental to the full completion of the work.

We are, gentlemen, very respectfully, your obedient servants, ANDREW A. DEXTER,
C. E. DETMOLD.

Columbia, S. C., Sept. 14, 1834.

—

To Messrs. Hart, Clark, Blanding, Ewart, Boatwright, and Wallace, Committee.

GENTLEMEN,—We have the honor to lay before you the result of our examinations, in a reconnoisance of the lower or Congaree river route for the proposed railroad. We can comprise this result in a few words, as it is our conviction that the route is financially impracticable and utterly inexpedient. We find that, were it practicable to pass down the valley of the Congaree, an inclined plane could not be avoided, without carrying the road along the Congaree and Santee rivers to Wilson's creek, at least 40 miles below Columbia, which would make the distance to Branchville upwards of 80 miles, or fully 70 miles to the nearest point of the Charleston railroad. But even the rise at Wilson's creek would be, in all probability, difficult for the locomotive power, and expensive in graduation. The formation of the country, however, will not permit the construction of a railroad at a practicable expense on the south side of the Congaree. We find the river bounded by a swamp, generally from ¼ to 1 mile in width, subject to inundation in time of highest water from 5 to 12 feet in depth. This swamp is broken between the water courses, (lateral tributaries to the river,) by high promontories of the pine land, which extend in many points to the very margin of the stream, and are from 75 to 150 feet in elevation above the swamp. The first of these ridges is Congaree Bluff, about 11 miles below Columbia, near Slappy's lake, lying between Savannah Hunt and Sandy Run. The second ridge of importance is Bell Hall Bluff, between Sandy Run and Beaver Creek. The third is Buyke's Hill, below Big Beaver Creek. The next is Pinckney Hill, an extension of the ridge between Buyke's branch and High Hill Creek. The elevation of this Bluff immediately on the river is at least 150 feet, and a view of the high hills of Santee, near Statesburg, embracing an horizon of 30 miles in extent, is commanded from its summit. Immediately below Buckhead Creek is Bellville Bluff, of an equally commanding altitude.

Although it might be practicable to pass the railroad at the base of these bluffs without any extraordinary expense, yet to do so would necessarily throw the line so far into the intervening swamp, in passing from bluff to bluff, that a great extent of high work, occasionally through lakes, sluices, and ponds, where enormous expense would be encountered in establishing a foundation, would be absolutely necessary. To make embankments through these deeply inundated sections, would be out of the question, as, besides the expense, the points are not sufficiently frequent to afford earth for the purpose. On the other hand, if the line curves up along the high land which borders the swamps of the lateral tributaries, and crosses these streams where the flats are comparatively narrow, the irregularities and abrupt curvatures in the direction would add a double length to the line, and furnish a road scarcely practicable for locomotive use. Even did the formation on this route allow the construction of a road, there are other considerations which should weigh strongly against it in our opinion. These are, the absence of suitable timber to a great extent, the great inconvenience and expense of getting the same into the swamp, the unhealthiness of the situation endangering the lives of those engaged in the construction and after management of the work, and the difficulty of access to the road, both of persons, produce, and in the supply of fuel for the engines. In the one article of fuel, from the above cause, and its less abundance, we estimate the additional expense on this route, compared with the upper route, $10 per diem. On the whole, Gentlemen, we are fully satisfied, that further examinations and the result of experience will only serve fully to confirm in your minds the conviction of the decided superiority and eminent advantages of the route heretofore selected in the survey. Passing over a dry and elevated surface, covered with an abundance of the choicest timber, inexhaustible both for the purpose of construction and future repairs, the most direct as regards distance, the least expensive in the first cost, as well as in the annual outlay for the preservation of the road and the maintaining of the transportation, we are fully convinced that these advantages, which characterize the route selected, will be eventually ap-

preciated by every friend of the enterprise, and throw the *single* and unavoidable difficulty of an inclined plane into that comparative insignificance to which it must sink, when considered by a reflecting mind in connection with these circumstances and the great interests of the undertaking.

Respectfully submitted by your most obedient servants, ANDREW A. DEXTER, C. E. DETMOLD.

Columbia, S. C., Sept. 31, 1834.

CHESAPEAKE AND OHIO CANAL.—We are gratified to learn that efficient measures are to be taken to prosecute this important work. It is one of those works which are hereafter to serve as the bonds of the Union. We therefore wish it all possible success. Should nothing occur to prevent, we anticipate the pleasure of attending the convention.

Great Meeting in Allegany County, Maryland, October 18, 1834.—At a very large assemblage of the citizens of Allegany county, Maryland, convened at the court-house, in Cumberland, on Saturday, the 18th October, 1834, at 1 o'clock, P. M., in pursuance of public notice, to consider what measures should be adopted to hasten the completion of the Chesapeake and Ohio Canal—the court being in session, Chief Justice John Buchanan presiding, and Judges Abraham Shriver and Thos. Buchanan assisting, politely adjourned, to afford their fellow-citizens the use of the house, and a favorable opportunity of expressing their opinions and wishes on a subject so important to Maryland and her sister states. Previous to the adjournment of the court, Chief Justice Buchanan made some very eloquent and appropriate remarks commendatory of the objects of the meeting. The meeting was then organized by calling Wm. M'Mahon, Esq., to preside over it, assisted by David Shriver and Wm. Ridgely, Esquires, and appointing Thos. J. M'Kaig and James Smith to act as secretaries.

The objects of the assembly were then stated at large by B. S. Pigman, Esq., and the appointment of a Committee proposed to prepare and submit a preamble and resolutions expressive of the sense and wishes of this meeting, upon the important subjects then under consideration.

Whereupon, the following persons, to wit: B. S. Pigman, Richard Beall, S. P. Smith, Joseph Shriver, and Wm. Matthews, were appointed said Committee, and accordingly reported the following preamble and resolutions, which, after several spirited and eloquent addresses, evidencing the deep and momentous interest felt by the citizens of this and the neighboring counties in the early completion of this great national work, were severally considered and adopted with unanimity.

Whereas, it appears to this meeting, that the Governments of Virginia, Maryland, Pennsylvania, and the United States of America, considering the Chesapeake and Ohio Canal a work of National importance, as well with reference to the agriculture, manufactures, and commerce of these States, as the preservation of the Union in which we happily live, wisely accorded the wishes of very many of the most enlightened and patriotic citizens of the Nation by granting a charter to the company incorporated to execute that work, and furnishing capital to be expended thereon: And whereas, it also appears that this Canal has been successfully and well constructed by that company, from tide water, along the left bank of the Potomac, 108 miles, at the cost of about four millions of dollars, which sum is but little, if any, more than its estimated expense, and that by the construction of this work, the further distance of 75 miles, which may be done at an additional cost of about one million and a half of dollars, a line of Canal will be completed from tide water to Cumberland, in the midst of a region abounding with bituminous coal of the very best quality and inexhaustible extent, that would immediately yield, from tolls to be derived thereon, income enough to pay more than the simple interest of the whole cost of said Canal: And whereas it also appears to us, that the rapidly increasing commerce of the West, proceeding along the lakes and the valleys of the Missouri, Mississippi, and Ohio, by artificial ways to and from the Atlantic cities, will at all times, and the operations of our State and National Governments will, especially in times of war, imperiously require the use of as many avenues as can be improved, and as great facilities as can be provided for the transportation of persons and things between the western and eastern portions of this Union, and particularly along the central course of this Canal, which in its whole line will ever be free from foreign violence, and is shorter and for a greater period of the year is less obstructed by ice than any more northern work: And whereas it also appears that the value of the vast national domain beyond the Allegany mountains, and the large portion of the city of Washington, still owned by the Nation, would be greatly enhanced by facilitating and cheapening the intercourse between the West and the East; and the expenses of the United States Government, and of those who administer it, would be much diminished, by the great reduction which, so soon as this Canal shall be finished to Cumberland, will occur in the price of the fuel required and used in large and increasing quantities for the public works at Harper's Ferry and the Navy Yard, and for the public offices, hotels, and private establishments near the Capitol, all placed by the Constitution under the exclusive control, and therefore entitled to the fostering care, of the national authorities; and as in fact "no State in the Union, not one of its many markets, nor any branch of its industry, whether it speed the plough, or spread the sail, or ply at home the shuttle or the hammer, whether its activity be exerted on land or sea, to the north or south, the east or west, is without an interest in the accomplishment of this national work"—and as the funds heretofore subscribed for its accomplishment have been expended, and the completion of said work must depend upon aid being obtained from Congress, or the Governments of those States whose inhabitants are more immediately interested in its being soon finished, it seems to us proper and, to be only necessary, that a concert of action should be had to express opinions very generally entertained, and wishes long and anxiously felt by the people of several cities and states, in a manner so explicit as to entitle them to the highest and most deferential consideration by all persons in authority, and thus assure the triumph of those opinions, and the early fulfilment of our wishes. Therefore it is, by this meeting—

1. *Resolved*, That it is expedient to hold a Convention in the city of Baltimore, at 10 o'clock, A. M., on the second Monday, (the 8th day,) of December next, to be composed of three or more delegates from the towns, cities, and counties of the District of Columbia, and the several States that feel an interest in the early completion of the Chesapeake and Ohio Canal and may find it convenient to be represented therein, for the purpose of considering and adopting such measures as shall to them seem most likely to cause that Canal to be soon finished; and such other works of National character to be undertaken as may advance the welfare of Maryland and her sister States.

2. *Resolved*, That David Shriver, John Hoye, M. C. Sprigg, S. P. Smith, Moor N. Falls, Thos. J. M'Kaig, Joseph Shriver, James Smith, Thomas Perry, and Wm. Matthews, be, and the yare hereby appointed, the delegation to represent Allegany county in the aforesaid convention, with power to fill any vacancies in said delegation, or to add to its number.

3. *Resolved*, That the following gentlemen be appointed a corresponding committee, viz.: David Shriver, John Hoye, S. P. Smith, Robert Swan, J. M. Lawrence, Thos. J. McKaig, Andrew Bruce, David Lynn, John McHenry, M. C. Sprigg, Wm. McMahon, Richard Beall, B. S. Pigman, John McNeill, Jacob Snyder, Jas. M. Smith, Levi Hilleary, Geo. McCulloh, William Ridgely, George Hebb, Thomas Perry, John Piper, Ezekiel Totten, Mesheck Frost, George M. Swan, Robert Bruce, William Matthews, James Smith, James Prather, Alpheus Beall, John G. Hoffman, Normand Bruce, Joseph Shriver, Daniel Raymond, William Shaw, Samuel Charles, Perry Worthington, R. C. Hollyday, Wm. Thistle, Moor N. Falls, R. Worthington, Joseph Frantz, S. M. Semmes, Daniel Blocher, Jas. P. Carleton, Geo. W. Devecmon, Jeremiah Berry, Jr., Henry Hammil, Joseph Dilley, William Reid—and charged with the duty of publishing and communicating these proceedings to such persons as may be zealous and influential in promoting the views of this meeting, and inviting their prompt and cordial co-operation.

4. *Resolved*, That the proceedings of this meeting be forwarded for publication in the several newspapers printed in the District of Columbia, the State of Maryland, the Western portions of Virginia and Pennsylvania, and in the States of Ohio, Kentucky, Indiana, Illinois, and Missouri.

WILLIAM MCMAHON, } President,
DAVID SHRIVER. } Vice President.
WILLIAM RIDGELY, } Vice President.
THOS. J. MCKAIG, } Secretariess.
JAMES SMITH, } Secretariess.

EXTRAORDINARY DESPATCH.—Extracts from the New York papers of Thursday morning, communicating the result of the election in this city, were published in the National Gazette, of Philadelphia, an evening paper, on the same day.

The United States Gazette thus relates the manner in which this despatch was effected:

The most extraordinary despatch ever forwarded in this or any other country, for so great a distance, save by telegraphic signals, was executed on Thursday. The officers of the Camden and Amboy Railroad Company, with a view to gratify the anxiety of our community in regard to the New York elections, employed one of their locomotives to bring the newspapers from Amboy, where the steamboat arrived in two hours and twenty-five minutes from New York. The locomotive proceeded to the present termination of the road, 56 miles, in 2 hours and 15 minutes, and with a horse and sulkey the remaining 5 miles were performed in 25 minutes, and at 12 minutes past 12 o'clock, the papers which left New York at 7 o'clock, were in this city. The last five miles, which are graded, will be completed within a short period, so that on any emergency, intelligence may be conveyed from city to city within five hours. It is not to be understood by any means, that this is the maximum speed practicable on this road, for it was observed by the conductor who attended the line, that he meant to run no risk, and came at a moderate rate.

The accuracy with which distances can be traversed, is shown in this instance. The speed was directed to be at the rate of 2 1-2 minutes to the mile, and the fifty-six miles were run at the rate of 2 41-100.

[*From the Philadelphia Inquirer.*]

RAILROAD RAPIDITY.—We stated on Friday that the Camden and Amboy Company had actually run the whole distance from New York to Philadelphia *in less than five hours*—being at the rate of *thirty miles an hour* for that part of the route which is between South Amboy and Camden.

This is undoubtedly one of the most striking facts connected with the progress and growth of Railroad travelling which has yet taken place in this section of the country. It shows what can be accomplished by science, rightly applied. For while it is well known that several natural disadvantages impair the speed of the Camden and Amboy Railroad machinery, besides part of the distance—that between New York and South Amboy—being water carriage, and therefore slow, in proportion, yet we see the two large cities of New York and Philadelphia now for the first time, brought within *five hours* of each other.

The whole distance by this route is ninety-four

miles, being about ten miles longer than the route by the way of Trenton.

The Camden and Amboy Company has done well, and deserves the liberal patronage of the community. Judging also from what it has accomplished, we may be permitted to imagine what greater speed may be attained, on the opening of the Trenton route, which is only eighty-four miles long, and passes through the intermediate country without the curvatures, deep cuts, elevations or water sections which necessarily impede the speed of the Camden and Amboy route. At the same rate of speed, the journey to New York by the Trenton route, may be travelled in about *two hours and three quarters*, but as the levels and directness are greater, it may be calculated on extraordinary occasions, at *two hours and ten minutes.*

This calculation may appear incredible to the public—but it will be found on a strict scrutiny to be based on mathematical accuracy. Ten years ago who would have supposed that in 1834, the distance between New York and this city would have been diminished to *five hours?* Yet so it was on Thursday.

We trust that with these facts before our public men no impediments will be allowed to prevent the opening of all routes—but particularly the shortest, and most direct, between our large commercial cities. The growing population and intercourse of New York and Philadelphia will soon demand another route of communication. One will be insufficient for the purposes of trade and commerce, and we trust that no time will be lost in providing for the construction of the Trenton route especially. The opening of the new route will not in the slightest degree affect the interests, injure the prospects, or depreciate the stock, of the Camden and Amboy Company. It will only increase the number of travellers. The Camden and Amboy Company deserve well of the public—their arrangements are on the most liberal scale—their steamboats, railroad cars and so forth, of the most commodious character.—They cannot be put down—there is no desire to injure a corporation that has conferred such important advantages upon the public; but at the same time, for the sake of fair competition and honest rivalry and general convenience, we earnestly trust that the New Jersey Legislature will act in a liberal and enlightened spirit, and sanction both routes.

FOREIGN MISCELLANY.

Village of Brock.—"Before arriving at the village, you discover an extensive piece of water, bordered by pavilions and kiosks, highly adorned. At a middling sort of inn, beyond the precincts of this sanctuary, the traveller descends, and he must consider it no small favor to procure a guide to conduct him into the interior of this elysium. It is said that both the law and the usage forbid carriages from entering the street. Besides, there is a more forcible reason, which cannot be disputed, viz., there is no street; for the little lanes which separate the domains are so narrow, that they are only practicable to pedestrians, who rarely tread on the pretty paved bricks, arranged in a sort of Mosaic work, with pebbles and shells; and a dog or a cat is seldom seen to intrude on them. It is also alleged that a law formerly existed which obliged passengers to take off their shoes before entering the street. In summer the alleys are covered with fine sand, disposed in compartments which are frequently not disturbed for a whole day, the inhabitants having but little intercourse with each other, preferring a promenade in the gardens; and when visits are paid, they have access to their neighbors by the rear of their houses—a suite of toys, one more ornamented than another, fairy canals, and bridges intersecting them at every ten yards, and serpentizing in a truly cockney taste. At every step you see new luxury. Here a house in the form of a temple, with a superstructure of painted deal, crowned with clay busts and wigs; in another dwells a retired burgomaster, who retains a painter by the year to revarnish his walls daily; a third has an iron gate to his garden, which cost 10,000 florins, and ugly in proportion; in his neighborhood a bourgeois of Amsterdam has erected two columns of Canara marble in front of a brick building on a quay at an expense of 20,000 florins. His garden exhibits three ponds, greener than his lawn, with every possible specimen of bridge. In a wooden painted pavillion is a priest in costume, with legs crossed and spectacles on nose, reading his breviary, while a fishing rod and line, suspended into the pond at his side, wait for a gudgeon. On a bare and peaked rock, a shepherd of the Alps blows his horn, without prevailing on a cow in the act of crossing a bridge, to advance one step. At the bottom of a massive grove, a villager endeavors to obtain the favors of a coy nymph, who does not appear at all moved by his addresses. A *chasseur* has been planted for twenty years, waiting orders to shoot a wild duck, stationed a few yards from the muzzle of his gun, while a group of swans regard the enemy with the utmost *sang froid!* Another amateur has varied the manner of showing his taste, and, imitating nature, has planted a number of yews; and, as they grow up, they are converted into chairs, ladders, wild boars, &c. It is difficult to retain your gravity in passing through this chaos of absurdity; especially when you are informed by the pompous proprietor, that his garden is quite in the English style! To sum up the account of this arsenal of villanous taste,—it is appreciated at its true value; for no one but a citizen of Brock has any other feeling in viewing it, but as a mass of bad taste and absurdity. In no other part of the world has so much money been expended so foolishly, yet it deserves to be seen and to be praised; for the sums daily expended in cleaning the canals, repairing the bridges and the alleys, employs a multitude of laborers. A large board is fixed on a trellis, in the most public place, containing the names of the proprietors who have neglected to make the necessary repairs; so that the defaulters are kept on the alert to avoid this species of pillory, by seldom omitting to restore any deficiency."

Anecdote of Vandyke.—"The travellers who visit the Pays Bas will find in every town collections of pictures more or less important, and *chefs d'œuvre* of the old masters in many of the village churches. The celebrated picture of 'St. Martin dividing his cloak with the Beggars' is in the small church of a village a few miles from Brussels. The history of this work is not a little interesting. Rubens, it is well known, not only recommended Vandyke to visit Italy for his improvement, but furnished him with the means, and letters of introduction. While he halted for a few days at Brussels, on his way, there happened to be a *kermess* there, into the merriment of which he entered with much spirit. At a *cabaret*, where there was a ball, he saw a beautiful country girl, with whom he danced, and became so desperately enamored of her loveliness, that he followed her home to the above village; and, contriving to scrape an acquaintance with her family, he thought of nothing else. In the mean time the funds with which his generous patron had supplied him were daily diminishing; and he found that, unless they could be re-placed, it would be necessary to abandon his Italian expedition. In this dilemma he applied to the *cure* of the village, stating that he was an historical painter, and understanding that an altar-piece was wanted for the church, he would undertake to paint one on very moderate terms The priest smiled at the stripling's pretensions to execute such a work, and put him off, saying 'there were no funds.' Vandyke, however, insisted on making the experiment, only demanding to be supplied with canvass. 'He would paint the picture,' he said, 'and leave the price to the *cure's* liberality.' Inspired, we may easily believe, by the love and romance of a young heart, the future painter of kings and courtiers instantly commenced his work, and finished it in a few weeks. The priest, though no connoisseur, could not help admiring the beautiful figure of the Saint, and sent for a friend at Brussels to judge of its merits. This person had some taste, and recommended its purchase; but the youth would neither tell his name nor fix the price of his labors. It is, however, said that he obtained for it 100 florins, (a considerable sum in those days,) and being thus again enabled to pursue his journey, he bid adieu to his dulcinea, and departed for Italy. This anecdote is given in a rare little work, 'Sketches of the Flemish Artists,' published at the Hague in 1642."

Prussian Looms.—"The pleasantest route to Aix-la-Chapelle is through Verviers, which is seated in a rich and populous valley, where the principle cloth manufactories are established. The cloth produced by their looms are finer than ours, the warp and the woof being both of the best Saxon wool; but they are much more costly, and therefore cannot be brought into competition with the English in the market. The King of Prussia, during the war, pretended to be our rival, and laid out enormous sums in establishing looms; but he soon found that, so far from exporting cloth, he could not even clothe his army. Not being willing to acknowledge his failure, he ordered the webs from Leeds to have their selvages embroidered with the Prussian eagles!"—[Gordon's Belgium.]

Bellenden Ker's New Language.—Mr. Bellenden Ker has invented a new language, which he swears is a very old tongue, called the Saxon Dutch. The truth is, it is neither very new or very old; but has been brought into notice by the Society for the Diffusion of Useful Knowledge by the rejected of Norwich, Mr. Bellender Ker, who has the honor to act as *Boots* to Lord Brougham. This *language* is merely a dialect of the Morouski, in which we used to be considered as having gained some small proficiency; and should our readers like the specimen we now put before them, we shall be happy, when we have become better known to our new allies of the Diffusion Society, to give them also an initiation into the mysteries of the tongue. The following is a specimen which Bellenden gives as a first lesson:—

"Thel orde hane el lori sah umb ugbuth eism yfri endan diamag reath unbugm yse lftoo."

Those who are quick at picking up a language will instantly be enabled to get the art of writing, if not of talking, this interesting tongue. We beg to say, that although this language is introduced by *Ker*, it has no connexion with the *Ker*-ry brogue.

Geese At Michaelmas.—The custom of eating geese at Michaelmas must have existed much longer than is generally supposed. It is said, we well know, that Queen Elizabeth was eating goose when news arrived of the destruction of the Spanish Armada, and that it has since been the custom to have a goose on the table on Michaelmas-day in commemoration of that important event: but there seems to be no real cause why that sort of poultry should be brought to our tables at Michaelmas, unless it be that geese at Michaelmas are better than at other times of the year. Our ancestors were in the habit of eating geese on Michaelmas-day as early as the fifteenth century, and that fact decides the story told of Elizabeth and the Spanish Armada. In Blount's *Ancient Tenures of Land and Jocular Customs of Manors*, there is an extract from the rolls, by which it appears that Johannes de lay Hay, in the reign of Edward the Fourth, took from Will. Barneby Lord of Lastres, in the county of Hereford, a piece or parcel of land, paying for the same 22d. per annum, and a goose (*pro prandio Domini in Festio S. Michaeli Archangeli*) fit for the Lord's dinner on Michaelmas-day.

A Lapland Beauty.—By the beginning of June, Linnæus found himself among swamps, torrents, and woods, occasionally accompanied by a Laplander as guide, and now and then incurring dangers which would have damped the ardor of a less enthusiastic traveller. On one of these occasions, after wandering a long time in a labyrinth of marshes, he was met by a woman, whom he describes as presenting a very extraordinary appearance. Her statue was very diminutive; her face of the darkest brown, from the effects of smoke; her eyes dark and sparkling; her eyebrows black; her pitchy colored hair hung loose about her head, and on it she wore a flat red cap. "O thou poor man!" quoth she, "what hard destiny can have brought the ehither, to a place never visited by any one before? This is the first time I ever beheld a stranger. Thou miserable creature! how didst thou come, and whither wilt thou go?" Linnæus entreated her to point out some way by which he might continue his journey. "Nay, man," said she, "thou hast only to go the same way back again; for the river overflows so much, it is not possible for thee to proceed further in this direction. From us thou hast no assistance to expect in the prosecution of thy journey, as my husband, who might have helped thee, is ill." The traveller begged of her something to eat, and after much difficulty procured a small cheese. He was obliged to retrace his steps through the marshes; and, when almost exhausted by hunger and fatigue, at length reached the house of a poor curate, where his wants were supplied.—[Edinburgh Cabinet Library, No. XVI. Lives of Eminent Zoologists, from Aristotle to Linnæus inclusive.]

Lesson to Married Ladies.—"A curious cause has been lately tried at Bruges, the decision of which has thrown the *femmes couvertes* of foreign countries into a panic. A Greek, married to an English woman, and established at Bruges, got into difficulties, and quitted the country without paying his debts.—His creditors sued his wife in her maiden name for the amount, and threw her into prison. A high-minded chivalrous Englishman, also living at Bruges, espoused the poor lady's cause, supposing the arrest was illegal; but, though the best counsel that the city afforded pleaded the case, it was decided against her, with costs of suit, it appearing that such is the law of Belgium, and that 'any married woman, participating in her husband's expenses, is liable to the payment of debts thus contracted; and, if insolvent, to imprisonment.'"—[Gordon's Holland.]

Fireside Enjoyments.—I dearly love what may be called fireside enjoyments. Music!—yes, it decidedly is, or ought to be, one; and a young lady employed in the exercise of that exquisite talent, for the purpose of soothing or enlivening the dear home circle, is ever an object of interest and affection. How delicious are some of our sweet ballads sung in the soft twilight—papa and mamma tranquilly listening to the well remembered notes of "The winter is past," "The Birks of Endermay," or the thrilling combination of sense and sound in the "Exile of Erin," and then blessing God for having given them an unspotted child, who, though it may be rich, and young, and beautiful, derives more delight from their approval than from the applause of the gay and brilliant.

Books!—what pleasure do they not impart? Quick—draw the curtains—the circular table a little nearer the fire; Emily, the dear little Emily, on her own particular stool at mamma's feet, her fine doll in her lap, which she is stealthily undressing, lest papa should be shocked at seeing it *en robe de nuit;* Martha, the good natured Martha, arranging some flowers in her *hortus siccus;* Rebecca, the sage, the wise young woman of the family, pondering over "The Foreign Review," or the last "Quarterly," or the sound yet laughing "Blackwood," or my especial favorite "The British Magazine!" mamma investigating the contents of a "Tidy," that newly invented receptacle of torn clothes, sighing over portions of the dilapidated wardrobe of seven children; papa turning the leaves of a musty folio, the stock-book of the household for various purposes; while Alfred, the eldest hope of the family, stretches his feet on Pompey's silky coat, and tosses over and over an aged newspaper, from which (silly fellow) he knows he can derive no information. Gentle reader!—fancy such a scene, in a country mansion, some forty or sixty miles from London, at the beginning of November; and fancy also, old Daniel, or old Joseph, or old Samuel—any old servant will do—entering with a parcel, a London parcel of books! Just fancy the delight such an event must occasion to such a party, who are all, with the exception of mamma, who has too much to think of, and Emily, who does not think at all, somewhat *bookwormish;* how charming! a parcel containing the best of Colburn's publications, for those seniors of the party who ought to know how the proceedings of the literary world are conducted; books from Westly and Davis, fit for the Sabbath and the serious; and such charming pretty looking things from Hailes and Harris, as make even Emily forget her doll. A heap of delightful annuals for those who love pretty pictures and rational amusements. How much are we indebted to them during the winter evenings, when out of doors the snow is deep, and the wind piercing!

I might say, and with truth too, that for very little masters and misses, a quiet game of blindman's buff is seasonable at Christmas time, particularly when a steady person is present to call "fire" and prevent mischief; though I almost fear that to express such an opinion is likely to bring me into disrepute with the young *élégantes*, and those smart juvenile gentlemen who come under the denomination of *little dandies*—troublesome monkies! I could better, by a thousand times, endure a good romping boy, than a mincing, finikin, perking, bowing, simpering Jemmy Jessamy, with kidded hands, perfumed handkerchief, and empty head. But I am sure all little creatures, roly-polys under eight, will forgive me, ay, and love me too, for tolerating blind man's-buff.

I am sorry that needle-work goes out of fashion, it is a gentlewomanly amusement, and ought not to be neglected, particularly by those who have many brothers and sisters, and whose parents are not rich. Many girls, I am sorry to say, despise their needle, and affect to think work unfit occupation for genteel or intellectual beings. I both grieve for, and am angry with such misses. I can tell them that many of our high-born noble ladies employ their fingers in framing clothes for the poor and desolate widows and orphans of our distressed country. And I can also tell them that the sensible and instructive Hofland, the playful and highly gifted Mitford, ay, and even the graceful and elegant Landon, think it no disgrace to ferm themselves the garbs in which they are always fascinating, because always unaffected. One advantage of the generality of female occupation is, that the mind can be engaged either in hearing or reflecting, when the fingers are employed in plain work, or even in embroidery; and nothing is more delightful than a party enlivened by alternate reading and music, where the greater number are not too fine to be industrious.—[Mrs. Hall's Chronicles of a School Room.]

[From the Mechanics' Magazine, for October.]

Seventh Annual Fair

OF THE

AMERICAN INSTITUTE,

HELD AT NIBLO'S GARDENS,

October, 1834.

It is with no ordinary satisfaction that we again bring before the notice of our readers some of the most useful and important inventions, improvements, and displays of American ingenuity and industry, exhibited at this annual fete—an exhibition in every way honorable to us as a nation, and calculated by the competition it offers, and the rewards it bestows, to render us able in a short time to vie in all our manufactures and mechanical skill with any nation on the face of the globe.

America has great reason to be proud of her numerous institutions for fostering talent and ingenuity, her seminaries of learning, and her philanthropic institutions in every section of the Union, but to none will posterity be more indebted than the institution now under our notice. It promotes a taste for the cultivation of the arts and sciences—gives a spur to industry among all classes—and has been the means of bringing into notice individuals of modest merit, who without a similar institution would have known full well

> how hard it is to climb?
> The steep where Fame's proud temple shines afar,
> ——————how many a soul sublime,
> Has felt the influence of malignant star—
> And waged with fortune an eternal war,
> Checked by the force of pride, or envy's frown,
> Or poverty's unconquerable bar."

It offers, too, by its annual exhibition, by the meeting of so many of the ingenious and scientific of our land, an opportunity for the interchange of ideas, which must afford them great gratification, and when guided by those feelings of patriotism which will ever be found predominant in the breasts of men of talent, must be productive of great benefit to our country.

We are gratified to learn that the number of visitants this year quite equalled that of any former one, and we most cordially wish that this, as well as institutions of a similar nature, may "go on and prosper."—[Ed.]

LIST OF ARTICLES EXHIBITED.

Steam Engine and Sugar Mill—Cylinder, 2½ inches bore, 4½ inches stroke; walking-beam, 13½ inches long, from centre to centre; connecting rod, 13¼ inches long; crank, for connecting rod, 2¼ inches long; fly wheel, 16 inches diameter; air pump next to cylinder; force pump in the centre; injection and feed cocks between the two centre standards; feed pipe from boiler to feed cock; boiler, 22 inches long, 13 inches diameter, of copper.

Spur wheel for sugar mill, 16 inches diameter; pinion, 1¾ inches diameter; 3 rollers and stands for sugar mill; rollers, 5¼ inches long, 3¼ inches diameter; the driving wheels for rollers are the same diameter from the pitch line as the rollers. This mill is connected with the engine by a coupling attached to the spur wheel, which works in the pinion attached to the fly wheel of the engine.

The Draught and Model of a Ship, 420 tons, drawn by C. G. Selfridge, of Boston, representing 4 different plans of the ship. 1st, Sheer plan, which represents the ship as looking upon her broadside; shows the place for the masts, the shape of the cut-water, rudder, &c.; also, of the section lines, diagonal lines, bearding line, throat of the floors, &c. 2d, A half-breadth plan, which represents the ship upside down, shows the shape of all the water lines; main and top breadth, &c. 3d, Square body plan, representing all the square frames of the ship in their proper shape and place, with the diagonal section and water line struck upon them, also the height and length of the main transom, with the upper and lower edge of all the other transoms, struck across the frames to lay them down in the half breadth transom place. 4th, Cant body plan, representing all the forward and after frames canted into their proper places, showing the shape of all the cants, and the fashion piece, the size of all the transoms, and the place for the heels of the cants in the dead wood. Dimensions of ship—126 feet on deck, 26 feet beam, 19 feet deep.

The model was made to order, or the beam would have 28 instead of 26 feet.

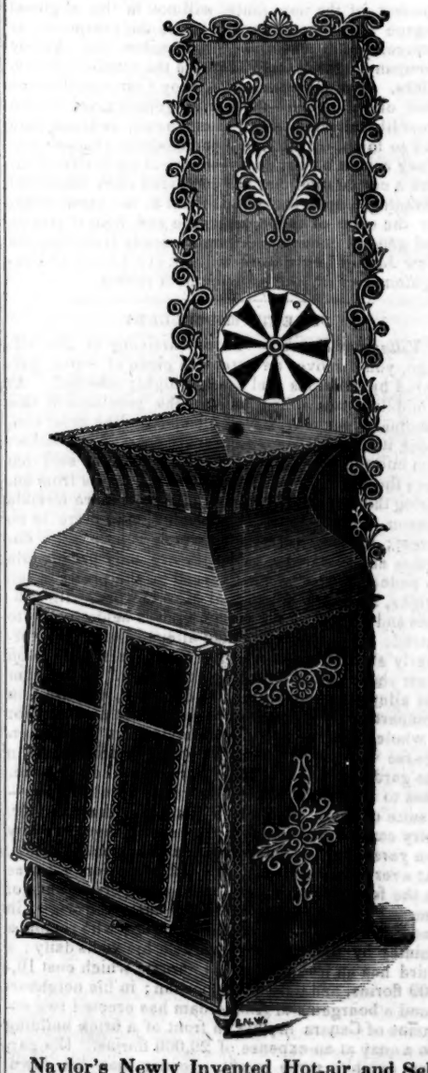
Likewise, the Model of a Steamboat, for sea, with spandings under the guards, for the double purpose of preserving the guards from the force of the sea, and making the boat more buoyant. Made by Selfridge. Dimensions—181 feet on deck, 24 ft. beam, 48 ft. from out to outside of guards, 10½ ft. deep, wheel 22 ft.

Stoves, &c.

H. Nott & Co. 1st premium on anthracite coal Hall and Cooking Stoves—a silver medal.

J. L. Mott, 2d premium for anthracite coal Cooking Stoves—a diploma.

W. Naylor, 2d premium for anthracite coal Hall Stoves—a diploma.



Naylor's Newly Invented Hot-air and Self-ventilating Stove—an entirely new article, embracing principles which the inventor has never known to be applied to any other stove; they are recommended with the greatest confidence, and warranted to perform well in every respect, or no pay demanded. Heat

can also be applied to other rooms from the same stove when required. The demand for them last year was greater than could be supplied in time, and they have undergone a very great improvement this year, both in utility and appearance, which is a farther recommendation.

J. L. Mott, 1st premium for Office Stoves—a diploma.

James Wilson, 2d premium for Office Stoves—a diploma.

N. Whitman, 1st premium for Parlor Grates—a silver medal.

Edward Smylie, 2d premium for Parlor Grates—a diploma.

B. H. Folger, for anthracite Globe Stoves—a diploma.

Platt & Treadwell, Albany, Parlor Stove for wood—a diploma.

F. Van Tassel, for a Cooking Stove—a diploma.

Joel Curtis, for a coal Cooking Stove—a diploma.

Richards & Damerel, Cooking and Office Stoves—a diploma.

H. S. & J. S. Gold, 1st premium for Portable Bake Ovens—a diploma. This oven is constructed for preventing the loss of heat, being made double, (the material of tin or other thin metal plate,) with a distance between the two of from three quarters to an inch, so that between the two casings on the top, and on all sides, there may be confined air. This construction of the oven gives it firmness and durability.

The furnace is in the centre, between the doors or ends of the oven, passes through it, is put in at the top, and projects a little below the bottom. The fuel is put in at the top, which has a cover, (as represented in the first cut;) the draught enters (as represented in the same cut) in front, just under the bottom. The sides of the furnace are represented in the second cut, by the two lines near the centre. The circle represents the smoke or gage pipe, which ascends behind the oven. The furnace is about two inches thick, is nearly as wide as the oven, so that it divides it into two parts: it holds about eight quarts of coal, which is sufficient to bake at least *thirty-two loaves* of bread. To prevent the heat from operating unequally, there is a contrivance introduced for regulating the heat, by producing what is called by the inventor, "the circulation of heated air." Those several pieces running parallel with the furnace, and near it, represent a *vertical partition*, in so many pieces. The air between this partition and the furnace becomes immediately heated; it then rises, of course; and as each piece of the partition is set back towards the furnace a proportionable distance, (as is seen in the cut,) the heated air will enter between the several shelves and pass towards the door over the articles on one shelf and, under those on the other, by which the heat will be absorbed, so that the air will become cooler when it reaches the door, where, by preponderance, it will ascend through the space (represented in the cut) to the bottom, when it will be re-heated, and so on. This contrivance for producing circulation has never before been known, and from this the oven derives its chief advantage, as it will operate equally well, though several stories high. In this oven the lower shelf is made double, containing confined air. This prevents what is on the shelf from being burned at the bottom. It is made thicker the front side next to the door, so that its under side may be an inclined plane. The furnace is round, and is located under this shelf, entirely in the oven, except the part which catches the ashes. The partition in this is the same as in the other. It will be seen that the heated air must be carried to the back side of the oven, where it will ascend as in the other, and the operation will be the same.

Fig. 26.

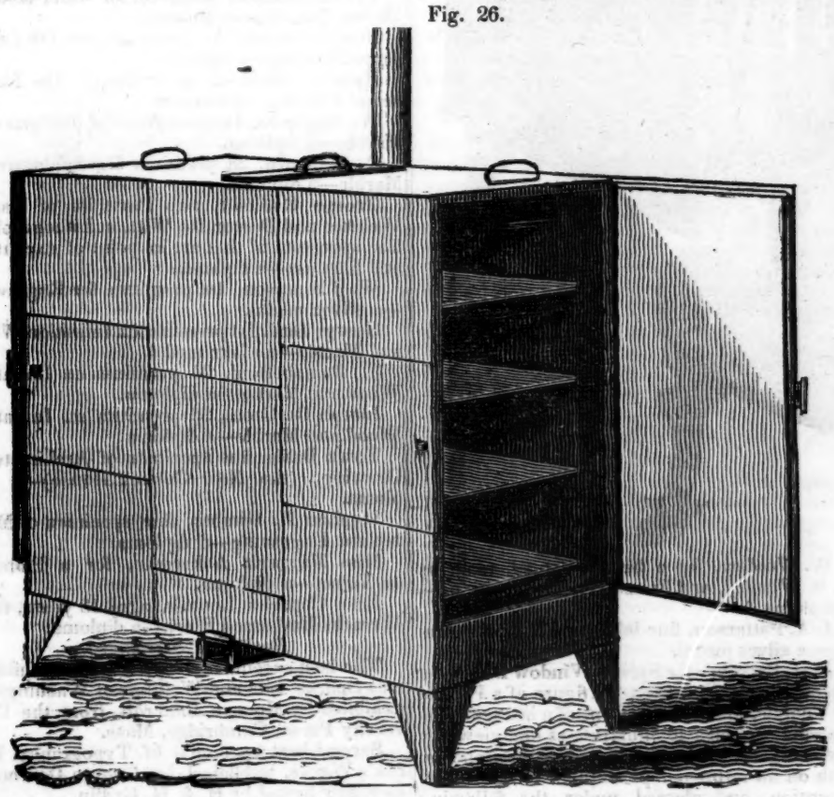


Fig. 2.

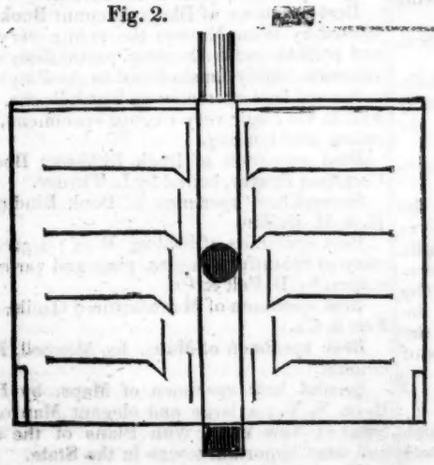
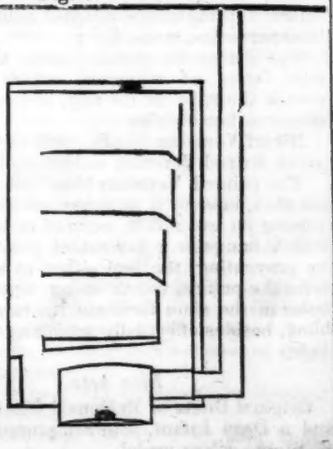
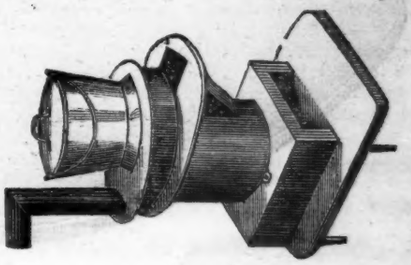


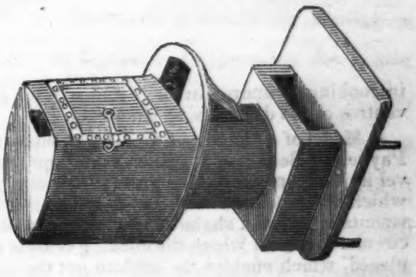
Fig. 3.



H. Nott & Co., 2d premium for Portable Bake Ovens—a diploma.

Graham's Stove,—as represented by the subjoined cuts. We have before us several testimonials from persons who have had it in use some time, who all concur in stating that it fully answers their expectations. It is cheap—simple in its construction—neat in its appearance—and economical as to the quantity of fuel consumed.





Naylor's Coal Cooking Stove, acknowledged the best article of the kind ever brought into the market. The demand having been extensive, and the improvements great this year, will be a further recommendation to it. The improvements are a greater increase and equalization of heat to the boilers, a greater facility

in cooking, economy in fuel, and a total preventive of the dust arising from coal.

A Model of a Cooking Stove, invented by Dr. Payne, 13 Beekman st., New-York; quite novel in its operation. The grate, or furnace, in which the wood, or coal, is burned, turns horizontally under a shallow heat chamber, of a circular form, on which the cooking vessels are placed, which enables the cook to put the most intense heat under the vessel, or vessels, that most require it, the burning surface of the fuel coming in immediate contact with the bottom of the vessels, whilst the heated air from the furnace, or grate, by an ingenious and compact arrangement, passes from the furnace under all the vessels, in a circle, before it escapes into the stove pipe, which is placed in the centre of the circle. The range, or grate, is so constructed as to afford ample and convenient room for roasting and broiling, without occupying a space more than 3 feet square. The stove may stand on legs, or be suspended.

Cabinet Ware.

J. C. Jenckes, a Carriage Chair for an Invalid—a diploma. A very ingenious contrivance, by which sick persons are able to move themselves from room to room, and also alter their position of sitting.

A splendid Perspective Pier Table, inlaid with upwards of one hundred and fifty pieces of wood of different shades and colors, so arranged as to appear like solid blocks or boxes, in whatever position you may stand to view it; manufactured by Wm. Fulcher, No. 88 Elm street, New-York.

W. Woolley, for a Sofa Bedstead, made by E. S. Woolley, and Frieze Window Covering—a diploma.

J. A. Patterson, fine inlaid top for Centre Table—a silver medal.

J. H. Farrand, for Spring Window Blinds—a diploma. Mr. F. exhibited a figure of a Pagoda or Temple, made in the form of a hexagon—as a model intended to illustrate at one view, by revolving on its centre, blinds for windows, both on an improved principle, and of original invention, and classed under the following heads:

Inside spring blinds, adapted either for linen, transparencies, maps, &c.;

Sun shades for outside, made to suit different forms of windows, which effectually screen the rays of the sun, and ventilate the rooms in hot weather;

Dwarf Venetian blinds, with vertical movement, striped Venetian and falling hood;

The painted Venetian blind differs from the old plan, inasmuch as it has an extra lath revolving on two rollers, centred in the top lath, which hangs in a horizontal position, thereby preventing the line either to cut or slip from the pullies, which being vertical to the holes in the slats facilitate the turning of the blind, besides effectually screening the rays of light.

Fine Arts.

Original Busts of McDonald Clark, the poet, and a Dead Infant, both sculptured by James V. Stout—silver medal.

These busts are stood on pedestals of the Scagliola marble, and are manufactured by Clark & Dougherty, 40 Hamersley street. They are, in point of strength, durability, richness of tint, vein and polish, fac similes of their originals, and what greatly enhances their value is the barrenness of the primitive quarries, among which are the lapis lazula, roseæ brosceido, yellow antique, &c., and the cost is from one-sixth to one-third of their models.

J. W. Dodge, 1st premium for Miniature Painting—a diploma.

J. James, 1st premium for Stained and Burnt Glass—a diploma.

Smith & Crane, 1st premium for Wood Carving—a diploma.

Mrs. Springsteel, 1st premium for frosted embossed Flower Work—a silver medal.

Miss Harris, 1st premium for Shell Flower Work—a silver medal.

W. J. Hubard, 1st premium for Portrait Painting—a diploma.

Edward D. Marchant, 2d premium for Portrait Painting—a diploma.

J. W. Hill, 1st premium for water colored Landscape and Marine Painting—a diploma.

Miss E. Johnson, 2d premium for water colored Landscape Painting—a diploma.

T. Chambers, 2d premium for water colored Marine Painting—a diploma.

Noel Delregney, 1s premium for Oil Landscape Painting—a diploma.

Hyatt & Smith, 2d premium for Oil Landscape Painting—a diploma.

W. Eagleson, 1st premium for Sculpture in Marble—a diploma.

R. J. Brown, 2d premium for Sculpture in Marble—a diploma.

George Endicott, two Portraits of Daniel Webster and Doctor De Witt, in Lithograph, a fine specimen of that art in point of execution and likeness—a diploma.

W. Thompson, 1st premium for Engraving—a silver medal.

George Bird, 1st premium on Imitation Wood and Marble—a silver medal.

E. Ramsbottom, 2d premium on Imitation Wood and Marble—a diploma.

Joseph De Groot, 2d premium on Imitation Wood and Marble—a diploma.

Town Davis, fine specimen of Architectural Drawing, (the New Custom-House)—a diploma.

Stephen H. Gimber, fine specimen of Mezzotinto Engraving—a diploma.

Miss Margaret Ackerman, for a Painting on Velvet—a diploma.

Miss Cornelia Loomis, aged 13 years, for 2 Wreaths Embossed Work—a diploma.

Books and Stationary.

The best specimen of Typography exhibited was Sparks' Life and Writings of Washington, exhibited by Monson Bancroft, from the University Press, Cambridge, Mass.

Second best specimen of Typography, Byron's Works, published by George Dearborn, elegantly bound by H. & H. Griffin.

Best specimen of Blank Account Books, exhibited by Wm. Minns; the ruling very neat and perfect, and the binding, particularly of two volumes, highly finished and in good style.

Second best specimen of Blank Books, by D. Felt & Co., four very elegant specimens, as to ruling and binding.

Best specimen of Book Binding; Books of Common Prayer, bound by L. Turner.

Second best specimen of Book Binding, by H. & H. Griffin.

Best specimen of Sealing Wax; a great variety of beautiful samples, plain and variegated colors, by D. Felt & Co.

Best specimen of Manufactured Quills, by D. Felt & Co.

Best specimen of Maps, by Mitchell, Philadelphia.

Second best specimen of Maps, by D. H. Burr, N. Y.; a large and elegant Map of the State of New-York, with Plans of the cities and most important towns in the State.

The following articles were worthy of particular notice:

The National Portrait Gallery, published by M. Bancroft, press of Wm. Van Norden. Although it may be thought that this work falls more immediately under the department of the Fine Arts, this committee cannot omit to notice, with high approbation, the style of its execution, which is highly creditable to the publishers, and a favorable specimen of the progress of the arts in this country.

Book of Common Prayer, published by R. Bartlett & S. Raynor, press of Wm. Van Norden, a very neat and beautiful edition.

Mitchell's Reference and Distance Map of the United States, exhibited by C. Mould, agent, 155 Broadway, is a work which merits particular notice for its correct and handsome execution, and minuteness and variety of detail. It is accompanied by a volume (324 pages) of explanatory references, containing also a mass of important topographical and statistical information.

A fine specimen of Portable Writing Desk and Dressing Case, by Thomas Luff & Co.

Very superior Binders' and Paste Boards, by J. B. Cheeseman.

Music and Musical Instruments.

Rosewood Cabinet Piano Forte, No. 401, 6 octaves, with patent piccolo action, and cylinder fall, manufactured by Firth & Hall, No. 1 Franklin square. Silver medal.

One 8 keyed silver banded cocoawood flute, with patent roller springs, elastic cushion keys, and C & C silver plates;

Also, one 8 keyed silver banded cocoawood flute, with elastic cushion keys, common springs, C & C silver plates. Both the flutes manufactured as above.

Two Piano Fortes, by John Osborne. The only difference in the two musical instruments is, the one is what is called by makers French Grand Action, and the other English Grand Action. The above names are given them by way of classification or designation, as they are, in part, copied from those two nations, in their original mode of mechanism. Gold medal.

Bridgland & Jardine, 2d premium on Square Piano Forte—a silver medal.

Bridgland & Jardine, 2d premium on Cabinet Work, rose-wood Piano Forte Cases—diploma.

C. H. Eisenbrant, Baltimore, 1st premium on Flutes and Clarionets—a silver medal.

Rounberg & Schroeder, 2d premium on Flutes and Clarionets—a diploma.

C. G. Christman, for workmanship for an improved Flute—a diploma.

C. A. Eisenbrant, for a Brass Horn—a diploma.

G. Godene, for double Bass Viol—a diploma.

India Rubber Goods.

Captain L. Norcross' Water Dress—composed of a lead cap, which encloses the head, of 75 lbs. weight, and one foot in diameter, with a small glass in front, for the object of vision. The lower part has an opening, the edges of which rest on the shoulders and front and back of the chest equally.

The dress is made entire of India rubber cloth, with arms, gloves, legs, and feet, and made to fit loose. The end that joins to the lower part of the cap or helmet is made like the mouth of a bag. The operator draws it on whole, and then the upper part, or mouth, is tied close around the lower edge of the cap. Weights of lead are attached to the feet, of ten pounds each. From the top of the helmet there is a pipe as long as, or longer than, the water is deep, which the operator is going to work in, attached to an air pump. This is the air refreshing, or supply pipe; another pipe, from the helmet to the top of the water, is the discharge pipe. In the latter, there is a flat portion, about 6 inches long, made by stitching two flat pieces of sole leather together on the edges, situated about 6 inches from the helmet, and this constitutes the safety valve. On this valve, the pressure of the water acts so as to prevent the escape of air from the dress, till the air, surrounding the body from the fingers to the toes, is more dense than the water, then a proper portion of the air escapes through the valve, and goes up to the surface, along the discharge tube.

Boston and Lynn India Rubber Company, 1st premium for India Rubber Goods—a silver medal. C. C. Nichols, 33 Fulton street, agent.

Also, from the India Rubber Factory, Roxbury, Mass. (warranted water and air tight)—

Ladies' India Rubber Camlet Cloaks; Gentlemen's Drab Pantaloons and Surtouts; Life Preservers; Silk Air Cushion; Ladies' Prunelle Shoes—a diploma. H. A. Winslow, 66 Maiden lane, agent.

Carriages, &c.

Isaac Mix & Sons, a very handsome Stanhope, with improvements in manner of putting on tires, worthy of particular notice; the rundle behind is well arranged for servant, or can be closed at pleasure—a silver medal.

Isaac Mix and Sons, one carriage, turn-over seat Stanhope, a well made and convenient article for a family. A diploma.

I. Cooke & Sons, one double seat Phæton. This carriage is so constructed that it can be used as a barouche, with a top to close all round, or as a double seat Phæton; by taking off the driver's seat and turning the front seat to face the horses, the top can be thrown down or removed at pleasure. A silver medal.

I. Cooke & Sons, a very handsome Buggy Waggon—a diploma.

Peter L. Donaldson, Newark, N. J., for Gig Axles—a diploma.

Gold, Silver, Plate, Jewelry, &c.

Mullen & Ackerman, for specimens of filagree jewelry—a diploma. W. J. Mullen, of the same firm, has been awarded a medal for two gold watch dials. Mr. M. deserves great credit for the perfection to which he has brought the American manufacture of this article. He was the first in this country to attempt their preparation, and now executes them in a style equal to any that can be imported.

James Thompson, 2d premium for Silver Pitchers—a silver medal.

Richards, 1st premium on Patent Spring Gold Spectacles—a diploma.

Robinson, Jones & Co., 1st premium for plain and fine gilt chased and fancy buttons—a silver medal. Attwater, Parker & Wilson, No. 8 Platt street, agents.

Ackerman's Lithometallic, or Jewel-pointed Pen, is a gold pen, with points made of a valuable jewel, and one of its peculiar advantages is that it cannot be corroded by ink, and may be used a long time without being at all injured or impaired by use.

After a little experience, a good writer will prefer it to the steel pen, as the ink flows more freely, and his hand-writing will be uniformly the same, and resemble more that of the quill pen. It is made portable for the pocket, and will be found, to persons travelling, a very useful and convenient article.

We defer (at the request of Mr. Williamson, the inventor,) giving a description of the newly invented graduating silver steel pen, which received the premium of a gold medal.

Marquand & Co., 1st premium for Silver Pitchers, Spoons, and Forks—a silver medal.

Jared L. Moore, for fine specimen of Gold and Silver Spectacles.

Leather, Boots, Shoes, &c.

Sherill & Reed, Salisbury Centre, Herkimer county, 1st premium for hemlock tanned Sole Leather—a diploma. Thomas Brooks & Sons, agents, No. 60 Vesey street.

Quackenboss, Wynkoop & Co., 2d premium for hemlock tanned Sole Leather—a diploma.

W. Leek, 1st premium for oak tanned Sole Leather—a diploma. Isaac Bullard, agent.

F. K. Boughton, Utica, 1st premium for Otter and Seal Skin Caps—a diploma. For sale at 168 Water street.

J. W. Brodie, 1st premium for dressed Otter Skins—a diploma.

J. D. Williams, 1st premium on dressed Muskrat Skins—a diploma.

S. C. Smith, fine specimen of lined India Rubber Shoes—a diploma.

J. G. Vandenburg, 33 Wall street, fine specimen of water proof Gum Elastic Boots—a diploma.

T. Lane & Son, 1st premium for Ladies' Boot and Dress Slippers—a diploma.

Alexander Clark, 1st premium on Gentlemen's Calf Skin Boots—a diploma.

Cloths, Cassimeres, &c.

Denny Manufacturing Company, Oxford, Mass., 1st premium for superfine black and blue Cloths—a gold medal. Steele, Wolcott & Co., 62 Pine street, agents.

Middlesex Company, Lowell, Mass., 2d premium for superfine black Cloth—a silver medal. Steele, Wolcott & Co. 62 Pine st., agents.

Wethered & Brothers, Baltimore, 2d premium for superfine blue Cloths—a diploma. Steele, Wolcott & Co., 62 Pine street, agents.

Daniel Buck, Lawville, Lewis county, N. Y., 1st premium for American Saxony Wool—a diploma. Steele, Wolcott & Co., 62 Pine st., agents.

Wethered & Brothers, Baltimore, 1st premium for black Cassimeres—a silver medal. Steele, Wolcott & Co., Pine street, agents.

Middlesex Company, Lowell, Mass., 2d premium for black Cassimeres—a diploma. Steele, Wolcott & Co., 62 Pine street, agents.

Dick & Sanford, Newtown, Conn., 1st premium for Satinets—a diploma. Charles N. Mills, 44 Pine street, agent.

John Wilde & Co., Bloomfield, N. J., 1st premium for White Flannels—a silver medal. J. Wilde, No. 12 Gold street, New-York.

A. Robinson, Fall River, Mass., 1st premium for Prints—a gold medal. Brown, Brothers & Co., 63 Pine street, agents.

Louisdale Company, R. I., 1st premium for Nankeens—a diploma. Lawrence & Trimble, 51 Pine street, agents.

Paul M. P. Durando, 1st premium for Boys' Clothing—a diploma.

Horne, Shepard & Fisher, a piece of Bleached Cotton Flannel—a diploma. L. Holbrook & Co., 53 Pine street, agents.

Premiums or diplomas were also awarded for the following:

Wm. T. Willard, for Covering for Vault Grate—a diploma.

John Woolley, 1st premium for Roofing—a diploma.

E. B. Sweet, 2d premium for Roofing—a diploma.

Peck & Lannuier, 1st premium for Beaver Hats—a diploma.

A. & A. Bancker, 2d premium for Beaver Hats—a diploma.

J. M. Henderson, 1st premium for Silk Hats—a diploma.

Hyatt & Smith, 1st premium for Sign Painting—a diploma.

John M. Brown, 2d premium for Ornamental Sign Painting—a diploma.

J. F. Hanks, 1st premium for Ornamental Sign Painting—a diploma.

Judah A. Lee, 1st premium for Plain and Ornamental Penmanship—a diploma.

S. Andrews & Co., Perth Amboy, 1st premium for Combination Lock, invented by S. Andrews—a silver medal.

J. G. Pierson & Brothers, 1st premium for Wood Screws—a diploma.

T. & B. Rowland, Philadelphia, 1st premium for Mill Cross-Cut and Pit Saws and Shovels and Spades—a silver medal. Edward Field, No. 1 Platt street, agent.

Lewis McKee & Co., Plymouth, Conn., 1st premium for Chest and Cabinet Locks—a diploma. Atwell, Baker & Wilson, agents, No. 3 Platt st.

W. Hunt & Co., Douglass, Mass., 1st premium for Axes and Hatchets—a diploma. Agents, Hubbard and Casey, No. 48 Exchange Place.

Johnson & Co., 1st premium for Cosmetics, Fancy Soap and Perfumery—a diploma.

O. S. Williams, 1st premium for Travelling Trunk—a diploma.

R. R. Chamber, 2d premium for Travelling Trunk—a diploma.

(*To be continued.*)

NEW-YORK AMERICAN.

NOVEMBER 8—14, 1834.

LITERARY NOTICES.

MEMOIRS OF THE LIFE AND CORRESPONDENCE OF HANNAH MOORE; by WM. ROBERTS. 2 vols. New York: *Harper & Brothers.*—We hastily mentioned these volumes last week, and have since looked into them with much interest; though to say truth, there is something too much of them.

The great charm of them is the collection of letters from conspicuous persons, with whom, during a period of nearly sixty years, *Hannah Moore* lived on terms of great familiarity and friendship. These present a lively and striking view of the times: they are full of anecdote, nay gossip; and on that very account, as viewed in contrast with the character, —in later life almost ascetic,—of the lady, and with that of her literary labors,—are the more striking.

Garrick, Johnson, Walpole, Burke, of a past age, with Wilberforce and all his virtuous associates of our day, constitute a few of the bright names that grace these pages.

We have heretofore made extracts from these volumes. We now add a few more; and first from Garrick's sprightly pen.

Essex, July 9, 1777.

MY DEAREST OF HANNAHS.—You must have thought me lost, mad, or dead, that I have not sent you a morsel of affection for some time. I have an excuse, if there can be any for the neglect of such a friend! We are now with Mr. Rigby and some ladies, our particular friends, by the sea-side; and while I am writing this in my dressing room, I see no less than fifty vessels under sail, and one, half an hour ago, saluted us with thirteen guns Among all the news, foreign and domestic, that travel through and about Bristol, have you not heard that *Mrs. Garrick and I were separated?* Tell the truth, dear Nine, and shame you know whom. To our very great surprize, a great friend of ours came from London; and to his greater surprise, found us laughing over our tea under our walnut-tree; he took me aside, and told me it was all over the town, from Hyde Park corner to White chapel dunghill, that I had parted with Mrs. Garrick. You may easily suppose this was great matter of mirth to us. We imagined somebody had had a mind to joke with our friend, but upon inquiry we found that such a report had been spread; but, to comfort your heart, be assured that we are still as much united as ever, and are both so well, that there is a prospect of dragging on our clogs for some years to come. Colman is preparing his comedy of four acts, called the "*Suicide*," a very dangerous subject, but the actors say it must have great success.

My theatrical curiosity diminishes daily, and my vanity as an author, is quite extinct; though by the by, I have written a copy of verses to Mr. Baldwin, the member for Shropshire, upon his attack upon me in the House of Commons. He complained that a celebrated gentleman was admitted into the house when every body else was excluded, and *that I gloried in my situation.* Upon these last words my muse has taken flight, and with success. I have described the different speakers, and, it is said, well, and strong, and true. I read them to Lord North, Lord Gower, Lord Weymouth, Mr. Rigby, &c., and they were all pleased. If I have time before I am obliged to send away this long letter, you shall have the first copy, though you must take care not to suffer them to go from your own hands. I have, upon my word, given them to nobody. Burke and Mr. Townshend behaved nobly upon the occasion. The whole house groaned at poor Baldwin, who is reckoned, *par excellence*, the dullest man in it; and a question was going to be put, to give me an exclusive privilege to go in whenever I pleased. In short, I am a much greater man than I thought.

Whenever I receive your story I shall con it over most unmercifully. My wife this moment tells me that I must send you a double portion of her love; and she has added, that if the vinegar is but half as sharp as your pen, or as your temper is sweet, she shall be most thankful for it. There is German wit for you. I shall deliver the overflowings of your heart to her in all the purity of affection. We are going to Lady Spencer's, for ten days, in half an hour. Our loves to all about you.

Most affectionately and faithfully yours,

D. GARRICK.

Adelphi, Oct. 17, 1777.

Shame! shame! shame!

You may well so, my dear madam; but indeed I have been so disagreeably entertained with the gout running all about me, from head to heel, that I have been unfit for the duties of friendship, and very often for those which a good husband, and a good friend, should never fail performing. I must gallop over this small piece of paper; it was the first I snatched up, to tell you that my wife has your letter, and thinks it a fine one and a sweet one.

I was at court to-day, and such work they made with me, from the Archbishop of Canterbury to the Page of the Back Stairs, that I have been suffocated with compliments. We have wanted you at some of our private hours. Where's the Nine? we want the Nine! Silent was every muse.

Cambridge said yesterday, in a large company at the Bishop of Durham's, where I dined, that your ode to my house-dog was a very witty production; and he thought there was nothing to be altered or amended except in the last stanza, which he thought the only weak one. I am afraid that you asked me to do something for you about the parliament; which, in my multitude of matters, was overlooked; pray, if it is of consequence, let me know it again, and you may be assured of the intelligence you want.

The last new tragedy, "*Semiramis*," has, though a bare translation, met with great success. The prologue is a bad one, as you may read in the papers by the author; the epilogue is grave, but a sweet pretty elegant morsel, by Mr. Sheridan; it had deservedly great success. Mr. Mason's Caractacus is not crowded, but the men of taste, and classical men, admire it much. Mrs. Garrick sends a large parcel of love to you all. I send mine in the same bundle. Pray write soon, and forgive me all my delinquincies. I really have no time to read over my scrawl, so pray decipher ner, and excuse me. Ever yours, most affectionately, D. GARRICK.

HANNAH MOORE was excessively anxious for the establishment of religious schools. The following letter shows some of the difficulties she met with.

"I was told we should meet with great opposition if I did not try to propitiate the chief despot of the village, who is very rich and very brutal; so I ventured to the den of this monster, in a country as savage as himself, near Bridgewater. He begged I would not think of bringing any religion into the country; it was the worst thing in the world for the poor, for it made them lazy and useless. In vain I represented to him, that they would be more industrious as they were better principled; and that, for my own part, I had no selfish views in what I was doing. He gave me to understand, that he knew the world too well to believe either the one or the other. Somewhat dismayed to find that my success bore no proportion to my submissions, I was almost discouraged from more visits; but I found that friends must be secured at all events, for if these rich savages set their faces against us, and influenced the poor people, I saw that nothing but hostilities would ensue; so I made eleven of these agreeable visits; and as I improved in the art of canvassing, had better success. Miss Wilberforce would have been shocked, had she seen the petty tyrants whose insolence I stroked and tamed, the ugly children I praised, the pointers and spaniels I caressed, the cider I commended, and the wine I swallowed. After these irresistible flatteries, I inquired of each if he could recommend me to a house; and said that I had a little plan which I hoped would secure their orchards from being robbed, their rabbits from being shot, their game from being stolen, and which might lower the poor-rates. If effect be the best proof of eloquence, then mine was a good speech; for I gained at length the hearty concurrence of the whole people, and their promise to discourage or favor the poor in proportion as they were attentive or negligent in sending their children. Patty, who is with me, says she has good hope that the hearts of some of these rich poor wretches may be touched: they are as ignorant as the beasts that perish, intoxicated every day before dinner, and plunged in such vices as make me begin to think London a virtuous place."

This passage was written in 1789. Thirty-four years elapsed, and she was among the scorners of the Schoolmaster. The age had outgrown her.

"Our poor are now to be made scholars and philosophers. I am not the champion of ignorance; but I own I am alarmed at the violence of the contrast. Even our excellent C——— seems to me to refine too much; but my friend F——— is an Ultra of the first magnitude. The poor must not only read English, but ancient history, and the sciences are to be laid open to them. Now, not to inquire where would they get the money, I ask, where would a laboring man get the time? Time is the fortune of a poor man; and as to what they would gain from Grecian history,—why, they would learn that the meanest citizen of Athens could determine on the merits of a tragedy of Euripides; to do which, they must always live in a playhouse, as indeed they almost always did; they were such critics in language as to detect a foreign accent in a great philosopher, &c.; and yet history does not speak of a more turbulet, unmanageable, profligate people. * * *

If you are not quite tired of me and my senilities, I will proceed to a few facts to illustrate my theory. Not only in the great national schools, but in the little paltry cottage seminaries of threepence a week, I hear of the most ridiculous instances of the affectation of *literature.* A poor little girl of this stamp was in my room one day when a gentleman was sitting with me. He asked her what she was reading at school. 'Oh, Sir, the whole circle of sciences!' 'Indeed,' said he, 'that must be a very large work!' 'No, Sir, it is a very small book, and I had it for half a crown.' My friend smiled, lamented that what had cost him so much time and money was of such easy attainment. I asked a little girl, a servant's child, the other day, what she was reading, and if she could say her Catechism? 'O no, Madam, I am learning *Syntax*." What I am going to add, you will think an exaggeration, if not an invention, but it is a literal fact. A girl in the next parish being asked what she learnt, answered, I learns geography, and the harts and senses.'

"In many schools, I am assured, writing and accounts are taught on Sundays. This is a regular apprenticeship to sin. He who is taught arithmetic when a boy, will, when a man, open his shop, on a Sunday. Now, in my poor judgment, all this has a revolutionary as well as irreligious tendency; and the misfortune is, that the growing ultraism on the side of learning, falsely so called, will irritate and inflame the old bigotry which hugged absolute ignorance as hidden treasure, not to be parted with; while that sober measure of Christian instruction which lies between the two extremes, will be rejected by both parties."

Who would have expected to find *Cobbett* and *Hannah Moore* maintaining the same opinion respecting the *inexpediency* of educating the poor?

A few anecdotes shall close.

Precocious Princecraft.—"I have since dined with Bryant at Mrs. Montagu's, and we are become great friends. He 'bears his faculties so meekly,' and has such simplicity of manners, that I take to him as I did to Hermes Harris, whom every body must regret, that had the pleasure and advantage of knowing him. Only Bryant is the pleasanter man. He told me an amusing anecdote of one of the little Princes. He had been that morning to Windsor to present his book. He was met in the ante-chamber by the youngest of them, who begged to look at it. When it was put into his hands, he held it upside down, and glancing his eyes for a moment over the pages, returned it with an air of important graciousness, pronouncing it excellent!"

A singular friend for a pietist.—"Poor Ayrey dropped down dead a few days ago! he was the only Atheist I ever knew; but what I thought particularly argued a wrong judgment in him was this, that he was an honest good-natured man,—which certainly he should not have been on his principles. He was a fatalist; and if he snuffed the candle, or stirred the fire, or took snuff, he solemnly protested he was compelled to do it; and it did not depend on his own discretion whether he should buckle his shoe or tie his garter. If I had not known him well, I would not have believed there had existed such a character. He always confessed he was a coward; and had a natural fear of pain and death, though he knew he should be as if he had never been. I cannot think of him without horror and compassion.—He knows by this time whether a future state was really such a ridiculous invention of priestcraft and superstition, as he always said it was."

A Moravian Repartee.—"Miss Hamilton told us a pleasant anecdote of Hutton, the Moravian, who has the honor of being occasionally admitted to the Royal breakfast table. 'Hutton,' said the King to him one morning, 'is it true that you Moravians marry without any previous knowledge of each other?' 'Yes, may it please your Majesty, returned Hutton, 'Our marriages are *quite royal!*'"

Death-bed of an Ambassador.—"I believe I mentioned that a foreign ambassador, Count Adhe-

mar, had a stroke of apoplexy, and that he was to have had a great assembly on the night of the day on which it happened: it is shocking to relate the sequel. It was on a Sunday. The company went—some hundreds. The man lay deprived of sense and motion; his bed-chamber joins the great drawing-room, where was a faro-bank held close to his bed's-head. Somebody said they thought they made too much noise. 'Oh, no!' another answered, 'it will do him good; the worst thing he can do is to sleep.' A third said, 'I did not think Adhemar had been a fellow of such rare spirit: palsy and faro together is spirited indeed; this is keeping it up!' I was telling this to Mr. Walpole the other day, and lamenting it as a national stigma, one of the worst signs of the times I had met with. In return, he told me of a French gentleman at Paris, who being in the article of death, had just signed his will, when the lawyer who drew it up was invited by the wife to stay supper. The table was laid in the dying man's apartment; the lawyer took a glass of wine, and, addressing himself to the lady, drank *a la santé de notre aimable agonisant!*'"

The Religious Souvenir: *Philadelphia*, Key & Biddle.—The late and lamented *Dr. Bedell*, of Philadelphia, beloved as a clergyman, and respected as a scholar, was the Editor, for the three years of its existence, including the present, of this Souvenir—and though death snatched him away before this one could appear, he had selected, prepared, or approved all the materials. They are all good, though we cannot say any are marked by high excellence. As a whole, however, including the engravings, some of which are nevertheless carelessly enough executed, it is a creditable publication.

Commentary on the Book of Psalms, No. 1. By George Bush, Professor of Hebrew and Oriental Literature in the University of New York. *New York:* Leavitt, Lord & Co.—A clear and beautifully printed pamphlet—the first of a series to be published periodically, under the above title, has attracted no little attention. It is the design of the learned expositor to present with the original Hebrew text, a new literal version of the Psalms, fortifying the same by all that versions in other languages can impart of explanatory matter. The labor of such a version, when, as the author well remarks, a day may be spent upon settling the proper meaning of a single word, those only conversant with philological inquiries can appreciate.

To scholars, this commentary will be greatly attractive, while to all persons who desire to see for themselves the authority upon which this new and literal version of the Psalms is to be given, it will be not less valuable.

It is a great endeavor, and seems to be faithfully and ably made.

Three Weeks in Palestine and Lebanon.

The Fisherman's Hut, a Tale for Young Children.—These little volumes both are issued by the New-York General Protestant Episcopal Sunday School Union, and from the Protestant Episcopal Press.

The first is an adaptation, from some English travels, of facts likely to attract the attention of young readers, with notes explanatory, and some, bad enough, wood cuts.

The Fisherman's Hut is a pretty little story, intended to elucidate the moral that courage and affection, unless restrained and checked by cool forethought and prudence, may be absolutely injurious.

Usury Funds, Banks, &c. &c., repugnant to the Divine and Ecclesiastical Laws: by the Rev. Jeremiah O'Calleghan, Roman Catholic Priest, Burlington, Vermont: New-York, T. Doyle.—This is a *grave* jumble about bank usury, pew rent, grave tax, *Burking!* dissecting, &c., which fills 380 pages of an 8vo volume, and which those will read who think they need instruction whether banks, funds, and usury are contrary to the law of God.

The London Quarterly Review, No. CIII. for August. *New York:* T. Foster.—This is No. IV of the republication of the London Edinburgh Foreign and Westminster, undertaken by Mr. Foster, at the exceedingly cheap rate of $8 per annum, for the whole series. We perceive with pleasure, by a notice in this number, that the encouragement extended to the enterprize, exceeds the most sanguine hopes of the proprietor; and morever, that it may be further encouraged without any detriment to the Boston edition, by Lily, Wait & Co. of the Edinburgh and Quarterly Reviews—those gentlemen having sold to Mr. Foster the subscription list of their republication, which will now be merged in this.

The last number of the Quarterly, issued by Messrs. Lily, Wait & Co. was CII. We now have in the new form, CIII.

The American Almanac and Repository of Useful Knowledge, for 1835. *Boston:* Chas. Bowen. New York: *John Wiley.*—Assuredly the hope expressed by the publisher, founded on the favorable manner in which this work has hitherto been received, "that the public will not be disinclined to encourage its continuation," should be, as we think it will be, realized. An almanac, next to *Book of books*, is needed by every one—is in every one's hands. It has therefore been wisely deemed advisable to make an almanac really scientific, and affording at the same time useful and accurate information on many and various topics of universal interest. The idea, of English origin, has been admirably carried out by the gentlemen at Cambridge, Massachusetts, who superintended this publication, and we again take the opportunity of its annual appearance, to commend it to the attention and patronage of our readers, especially of our country readers, who will find in it, all they look for in a cheap and comparatively worthless almanac, united with much precious matter, that otherwise is not easily accessible to them.

In addition to the usual variety of miscellaneous matter, this volume devotes much space and attention to the subject of banks and the periodical press, both of great interest.

Of astronomy, as the preliminary observations inform us,

The most remarkable of the phenomena happening in 1835 and visible in the United States, is the Transit of Mercury, on Saturday the 7th of November. Although on account of the distance of this planet from the Earth, its transits are of little use, in determining the Sun's parallax and the dimensions of the solar system, they, from the very great precision with which the contacts can be observed and the slight change in the *absolute* time of beginning and end, in a large extent of country, afford the best means of ascertaining the longitude of any place on the Earth's surface. In the transit of this year, as in remarked in the 9th page, the change in the absolute time of its beginning throughout the U. States is so small, that the first contact will take place at New Orleans only 3 1-2 seconds later than in Boston.

Whether the planet can be seen during the transit without the aid of a telescope is doubtful; but viewed through that instrument it will appear as a very small, round, dark body, passing across the Sun.

In connection with this subject we cannot but give from the almanac of last year, the account of an eclipse of the sun, which occurred, unnoticed by any here, last Wednesday. Shedding "dim and disastrous twilight" as that stormy day, the third of our election, did upon the political as well as the planetary system, the darkness from on high, which fell then upon our earth, may, without any violation of truth, be said to have also fallen on the hearts and understandings of too many of the dwellers on this its western surface.

Great Eclipse of the Sun.—The most remarkable of the Phenomena that this year, (1834,) will happen, is the Eclipse of the Sun, on Wednesday, the 5th of November. This is the third of the very uncommon series of five large eclipses, visible to us, in the short term of seven years; the fourth of this series will take place 15th May, 1836, and the last, Sept. 18, 1838.

The eclipse of the present year will doubtless receive great attention throughout our country. In those places where its magnitude will not exceed 11 digits, much diminution of the light is not to be expected, even at the time of the greatest obscuration; perhaps, however, it may be sufficient to render visible the planet Venus, then above 30 deg. E. S. E. of the Sun, and much nearer the earth than usual; nor will the obscuration be very great where the eclipse is almost total; since it had been observed on former occasions, that the uneclipsed part, even when reduced to a mere point, sheds sufficient light to render small objects visible, and invisible the brightest of the stars. Indeed, on account of the refraction of the sun's rays by the atmosphere of the earth, the darkness can hardly with strictness be considered total, even when the sun is completely shut out from the sight. In the great and remarkable eclipse of of June 16th, 1806, when the sun was totally obscured at Boston for five minutes, as much light remained as is given by the moon when full, and greater darkness will not probably be experienced, in any place on the present occasion.

Throughout the United States, however, a greater depression of the thermometer, if placed in the sun, will probably be noticed; and for some minutes before and after the moment of greatest obscuration the power of a lens to produce combustion, by condensing the solar rays, will be nearly, if not entirely, destroyed. At the time of the annular eclipse of February 12th, 1831, it was observed by the editor, that the thermometer in the sun, fell from 73 to 29, and that during the continuance of the ring, no sensible effect was produced by placing its blackened bulb in the focus of a powerful burning glass.

This eclipse, as will be seen on tracing the path of the centre, will be total in a small part of the Territory of Arkansas, and of the States of Mississippi, Alabama, Georgia, and South Carolina. The principal places, in which the obscurity will probably be complete, are Charleston, Beaufort, South Carolina, Savannah, Milledgeville, Tuscaloosa, and Little Rock. The greatest duration of total darkness in any place will be at Tuscaloosa and Beaufort—these places lying very near the central path. At Charleston and Savannah, the duration will be considerably less, the former being situate about forty miles north of this path, the latter, about thirty south. The width of the line of total darkness varies in its passage across the Earth, but in the United States will be about one hundred miles. Those of the Atlantic States, who desire to behold this rare spectacle—the most magnificent and sublime of the phenomena of Nature, compared with even Niagara, sinks into mediocrity—will find Beaufort the most eligible place in which to make their observations, and they will not neglect this opportunity when they reflect that the Moon's shadow will not again, for the space of thirty-five years, pass over any part of the inhabitable portions of the United States, or until August 7th, 1860.

As, at the time of the eclipse of February, 1831, much inconvenience and even injury was sustained from want of care in looking at the Sun without any protection, for the eye, or through a glass not sufficiently colored, it may be proper to remark, that should the sky, during the continuance of the eclipse, be clear, one of the very darkest green or red glasses of a sextant, and in default of this, a piece of common window glass, free from veins and rendered quite black by the smoke of a lamp, *only* can be used with safety. If the lustre of the Sun should be diminished by intervening clouds, a lighter shade will be sufficient.

We add from an article on periodical literature, a notice of the state of the newspaper press in France, as being somewhat new to most of our readers. Since the period, however, to which this refers, 1829, great variations have taken place in the circulation of some of the papers named, particularly the *Constitutionnel*, which has been materially cut into and diminished by the *National* and the *Tribune*, both advocating more boldly than it, republican doctrines.

The *Gazette de France*, the first regular French newspaper, was established by Renaudot, in 1631, and was continued with few interruptions till 1827; when it ceased, and another paper assumed the name. Up to 1792, it forms a series of 163 volumes. Before the French Revolution of 1789, the French newspaper press was comparatively weak; and during the reign of Bonaparte, it was in a low state; yet during a great part of the last forty-five years, it has been exceedingly active and powerful; and many of the most distinguished French writers have been contributors to the the different newspapers.

The *Moniteur*, which was commenced in 1789, has, since the year 1800, been the only official jour

nal of the government. Two of the papers that have for a considerable time been the most ably conducted and widely circulated, are the *Constitutionnel* and the *Journal des Débats*. These papers treat of a great variety of topics, embracing not only news and politics, but also the sciences, literature, and the arts. The *Constitutionnel* has for its different branches, 10 or 12 editors, and employs 8 or 10 presses day and night; and probably no other daily paper ever obtained so numerous a subscription.—The circulation of the different papers is subject to great variation. The number of subscribers of several of the papers of Paris was stated in 1829, as follows:

Le Constitutionnel - -	18,000 to 20,000
Le Journal des Débats -	13,000 to 14,000
La Gazette de France - -	7,000
La Quotidienne - - -	5,000
Le Courier Français - -	4,500
Le Journal du Commerce -	3,500
Le Moniteur - - -	2,500 to 4,000
Le Messager des Chambres -	2,000

View of the Newspapers published in France in 1832.

Daily Newspapers in Paris - - -	34
Other Journals is Paris, besides daily papers - - - - - -	136
Newspapers in France out of Paris -	173:

Of these, 30 were published once a week; 36 twice a week; 12 every other day; 1 five times a week: 9 six times a week; 10 daily; and 28 not stated how often. In France, the daily newspapers are published *every* day, *Sunday* not excepted: but in England, as in the United States, the daily papers are not published on Sundays.

HENRI QUATRE OF THE DAYS OF THE LEAGUE—2 vols.: N. Y., HARPER & BROTHERS.—A new adventurer in the field of historical romance has here presented himself, and the period chosen is one assuredly of stirring interest—just after the massacre of St. Bartholomew's, and while the *Bearnois* was yet a prisoner in the palace of the Louvre. For fidelity of *costume* and incident we do not doubt that this romance may compare advantageously with any in its line; but there is wanting the life, the reality, which give to the similar works of *Scott*—and we may say, with truth, *James* too—an actual and present existence, so that the whole scene seems to pass before our eyes. Their stories tell themselves—here the story is told—the style, moreover, is constrained; and the dialogue, when it occurs, elaborate and unnatural. Notwithstanding these objections, there is much vigor in the delineation of character; particularly in that of *Catherine of Medicis*, and both originality and vigor in that of *Villa-franca*.

FOREIGN INTELLIGENCE.

BY THE NORTH AMERICA from Liverpool, and the PHILADELPHIA from London, papers to the 5th ult. from the latter place are received.

The death of Don Pedro and the affairs of Spain, occupy chiefly their columns.

A few extracts are annexed.

The revolt of the relatives of Colocotroni and Coliopulo had been suppressed, and the leaders, after a sanguinary conflict, conveyed in chains to Nauplia.

Another insurrection has broken out in Maine and the Morea among the partisans of Colocotroni. They demand the dismissal of all the foreign functionaries employed by King Otho, and a redressal of other grievances arising from the Bavarian measures of the Regency. The government has under its orders 7000 men, of whom 4000 are German volunteers.—The English had despatched some ships from Malta to the coast.

Namick Pacha, the Turkish Ambassador at the Court of Great Britain, left Paris on Thursday for London.

The *Constitutionel* has the following:—"The veil which has hitherto covered the object of the mission of Mustapha Reschid Bey Effendi begins to be drawn aside. Turkey finds herself in a difficult position. If she were openly to solicit the support of France and England against the Emperor Nicholas, she would immediately excite him to hostilities without being able to rely upon the immediate and effective aid of the other two powers. For though the Russian fleet might be destroyed by that of England, the Russian army might in the mean time cross the Balkan before the troops of France or England could be brought to oppose it, or unless Austria might be disposed to avert the storm, as she could do if she were willing. Guided by these considerations, the Divan, it is confidentially stated, has instructed the Effendi to require from the Cabinets of the Tuileries and St. James's that they would endeavor to avoid entering into a war on account of the complicated state of the East, since the Ottoman Empire would become the theatre of such a war, and thereby have its prosperity destroyed.—Such at least is asserted to be the ostensible object of the visit of Mustapha Reschid, but it appears to be unquestionable that beyond this request, dictated by prudence, Turkey, in order to promote her future interest, is seeking a protection against invasions from the North It was at first believed that the stay of the Turkish Envoy at Paris would not exceed three months, but it is now certain that it will be much longer. Russia, however, does not seem to be yet prepared to carry into execution the designs formed by the Empress Catharine against Turkey. The Emperor is making a display of his military forces at St. Petersburgh, and he is also concentrating bodies of troops in the south, but the sinews of war, and money, are wanting to him.—Russia has lately made an attempt to raise a new loan, but she has failed. The details of this negotiation will ere long be made public. Russia therefore must take time, and this explains her affability towards France, and the presence of Count Pozzo di Borgo at Fontainbleau."

By the last census it appears that there 785,000 inhabitants in Paris, who occupy 29,000 houses.

Seventy-three periodical journals, in twelve languages, are issued from the press in Russia. There are 1,411 elementary schools, with 70,000 pupils At the universities, 3,100 students are educated; and the ecclesiastical institutions rear 3,600 theologians for the service of the Greek church. In the former there are 300; in the latter 427 professors.

Mr. Gibbons Merle.—The English newspapers mention the death of this laborious *littérateur*, of cholera, at Boulogne. He was long engaged in the periodical press of London, and by turns contributor to and editor of several popular journals.—We do not know that he produced any original work.

M. Arnault.—The *perpetual* Secretary of the Académie Francais (so far as aught human can be perpetual in this world) died recently in the 68th year of his age. He was the author of the celebrated tragedies of *Marius* and *Germanicus*: and also of some excellent and instructive fables.

An old Sailor.—Gallignani's Messenger mentions the existence of a Sailor, named Conrad Vancouver, who had attained the age of one hundred and thirty five years. He resides at Dordrecht, in Holland, and is supposed to be the oldest man now living in Europe.

SUMMARY.

Dividend.—The Atlantic Insurance Company have declared a dividend of *four* per cent. for the last six months, payable on the 15th inst.

The Springfied, Illinois Journal, says, "Emigrants are flocking into our State, caravans from Kentucky, Ohio, and Virginia, are constantly passing through this town, on their way to the rich country north west of us. Sangamo is also rapidly increasing her population. The emigrants appear to be of the best description—possessed of substance, intelligence, and enterprize. They are welcome to the advantage which our state offers them—and thousands of others would be welcome. Illinois will sustain a population of several millions. Its inhabitants now number, probably, 230,000.

[*From the National Gazette.*]

Died, at New Harmony, State of Indiana, on the 10th ultimo, THOMAS SAY, the distinguished Naturalist, in the 47th year of his age.

To a mind fully impressed with the glories of nature, to an ardent votary in the temple of fame, the allurements of pleasure and the desire of wealth are equally indifferent; his studious habits unfitted Mr. Say for mercantile pursuits, and he consequently failed in an occupation in which he eagerly engaged, at the solicitation of a kind parent, the late highly respected Dr. Say. The Moloch of riches was sacrificed at the shrine of science. He subsequently devoted himself with an enthusiasm which can never be too much admired, and a resolution which no reverse of fortune could shake, to the study of his favorite sciences: with what success the republic of letters can testify—ask the Savans of Germany, of France, and of England, and they will with one accord thankfully acknowledge the discoveries due to his labors. It may indeed be fearlessly asserted that few individuals, certainly none in this country, have so extensively contributed to enlarge the boundaries of natural knowledge. To *his* native genius, supported by untiring zeal and indefatigable research, the Academy of Natural Sciences of Philadelphia is indebted for its opening reputation. Mr. S. was among the earliest members, if not one of the founders of the institution.

His original communications to the Society alone, in the most abstruse and laborious departments of Zoology, Crustacea, Testacea, Insecta, &c., of the United States, occupy more than 800 printed pages of their journal. His essays published in the transactions of the American Philosophical Society, the Annals of the Lyceum of Natural History of New York, in Silliman's Journal, &c., are equally respectable, perhaps equally numerous. His contributions to the American Encyclopedia, though highly valuable, are not so generally known. His separate work on American Entomology and another on Conchology, have met with the approbation of the learned. With the brilliant results of his laborious exertions as Naturalist to the two celebrated expeditions by the authority of the United States Government, under command of Major, now Lieut. Col. S. H. Long, the reading public is already familiar. Some years previously he accompanied Mr. McClure, and other kindred spirits, on a scientific excursion to the Floridas. The pages of the Academy's Journal were subsequently enriched by the fruits of this undertaking. These expeditions, with occasional excursions, made with similar views, in the vicinity of Philadelphia, constitute the only interruption to a laborious course of studies, steadily and unostentatiously pursued, in his native city, in which many departments of natural science were successfully cultivated and extensively enriched by his observations and discoveries.

In the year 1825 our devoted student consented, in an evil hour, to forego the society of his early friends, the companions of his labors, and all the advantages of a large and populous city, and at the earnest instigation of his friend, Mr. McClure, President of the Academy of Natural Sciences, he abandoned forever his native home. New Harmony, on the Wabash, State of Indiana, had now become the Land of Promise, where new views of the social compact, and new institutions, literary and philosophical, were to be promulgated and tested. How soon these Eutopian visions vanished in airy nothings the public is well informed. The principal agents in this Agrarian establishment are scattered to the four corners of the earth, whilst man, as usual, is hurried along to the consummation of his destiny. Considerable sums had been expended in landed property; this required the presence of a few confidential agents to protect it; in this capacity Mr. Say consented to fix his permanent residence at New Harmony, at the request of Mr. Wm. M'Clure, whose infirm state of health obliged him to seek a more genial clime. Mr. S. soon after his arrival in New Harmony, wedded a lady of congenial habits, and appears to have become reconciled to his new domicile: mere locality was to a considerable degree matter of indifference to a naturalist, so long as he found himself surrounded in rich profusion with the objects of his research, supplied as he was, by the liberality of his patron, with a valuable library.

Our much lamented friend had recently devoted much of his time to the publication of his work on American Conchology, elucidated by expensive plates. He might have continued thus usefully employed for many years, had not the climate on the Wabash proved injurious to his health; he repeatedly suffered from attacks of fever and dysenteric affections, by which a constitution originally robust and inured to hardships materially suffered. A letter announcing the sad catastrophe which deprived society of one of its worthiest members and science one of its brightest ornaments, informs us that Mr. S. suffered another attack of a disorder similar to that by which his constitution had already been shattered, about the first of October: on the 8th the hopes of his friends were flattered by a deceitful calm; on the day following, these hopes were chilled; he appeared sinking under debility, when on the 10th death came over him like a summer cloud. He died intestate and without issue, but left with his wife verbal directions relative to the final dispositions of his library and Cabinet of Natural History. H.

Large Dividend.—The American Insurance Company have this day declared a dividend of 8 per cent., for the last six months, payable on the first day of December.

The Rev. Mr. Coit, of the Episcopal Church in Cambridge, Mass. has been elected President of Transylvania University.

St. Augustine.—Many of our citizens annually resort to this ancient southern town in quest of health. A third of all the visiters there last winter, were from this state. Several of them went too late. In their last sickness, as the survivors testify, they were most kindly treated by the residents of the place. By the minister and members of the episcopal church, it is said, the most liberal and persevering kindness was exerted towards all who needed. That church is now soliciting aid to discharge a pressing debt necessarily contracted. By the death of the late indulgent creditor, the pressure has fallen unexpectedly—and *ruinously* too, if relief be not obtained. We hope and trust it will be. For we have learned with pleasure, that Mr. Isaac C. Kendall, to whom all the facts of the case are personally known, and who, therefore, takes a deep interest in the subject, has obtained two subscriptions of fifty dollars each, with several of smaller sums. Let every one applied to give *something*, and their minister may soon return to his people and make their hearts glad with the means of relief. And then will they resume their annual labors of love to the sick strangers among them with renewed energies and thankful hearts.—[Com. Adv.]

A Boston paper says that a translation of 'I Promessi Sposi'—the celebrated Italian novel of Masoni—is about appearing under the title of 'The Betrothed.'

The work in question has been for sale in this city for the last six months.

A gentleman of Darien, (Geo.) proposes in the *Telegraph* of that place, to furnish a pedestrian to take up the offer of Mr. J. C. Stevens, of New York, to give a considerable sum of money to any one "white, red, or black or of any intermediate color," who will accomplish ten miles in the hour, provided Mr. S. will consent that the trial be made on the race course near Savannah. "The person selected," says the Telegraph, "is a black man, and though his speed has never been tested to the extent required by Mr. S., the gentleman has little doubt he will be able to accomplish the task imposed on him."

The State of Georgia has purchased of his owner, at the enormous price of $1800, a negro man named *Sam*, with a view to his emancipation, for his services in extinguishing the fire on the State House, which occurred upwards of a year ago.

Dreadful Accident.—A letter from Missouri to a gentleman in Baltimore, dated October 25, states that the steamboat Boonslick, in descending the river, on the previous night, came in contact with the steamboat Missouri Belle, bound to St. Louis, when about fifteen miles above that city, and that such were the force and effects of the concussion, that the Missouri Belle sunk in less than two minues, in about one hundred feet water. It is added that, at the time of writing the letter fifteen or twenty persons were missing—supposed to have been lost with the boat!—[Com. Adv.]

A Yankee Editor's Excuse for lack of Editorial.—If we had a subscriber on our list that we thought would not take the following as a sufficient excuse, for the want of *a single line*, we would erase his name from our list:—

"The business of the editor has been too multifarious this week to admit his paying much attention to the *editorial department* of his paper. Our printer and devil have both been drunk, and we (that is ourself) have been compelled to set most of the types and do the press work for the paper. It is known that "we" are a practising physician, and that our calls have been unusually prolific this week. Our sister's nurse has been sick, and we have been compelled to spend a considerable portion of our time in rocking the cradle. This would appear a sufficient excuse for any reasonable man, but it is not all. A beautiful black eyed girl came to town last Saturday, and we had no sooner seen her than we were half dead in love; we have, during the week, wooed and won the dame, and shall (if no lawful objection be made) be married at the Methodist church to-morrow. Are our patrons satisfied? If not, we hope they may be doomed to a life of celibacy!! Or if married, doomed to all the horrors of the henpecked husband!!"

The Baltimore American of yesterday states, that "His B. M. ship Arachne, Capt. *Burney*, mounting sixteen guns, arrived at this port yesterday from Jamaica. On coming to anchor, salutes were interchanged with Fort M'Henry. We understand she brings passenger Captain Kitson, of the Royal Engineers, who is charged with the duty of erecting Light-houses on the Coast of Florida and the Bahama Islands, in conformity with an arrangement entered into some time ago, between the Governments of Great Britain and the United States. It is believed this is the first armed vessel which has entered this harbor since the late war."

[*From the North Alabamian.*]

Tuscumbia, Oct. 25.—*A tough one.*—The Florence Gazette states that on Sunday night last, there was a hard frost, and ice *three inches thick*. We commisserate the condition of our northern neighbors.

Southern Frost.—The Alabama Flag of the Union, of Oct. 23, says—There was a severe and killing frost at this place on Monday last. Vegetation is effectually nipped. The cotton crop had so far ripened, that no injury will have been sustained by the planters. At Edisto, N. C., on the 21st, there was a killing frost, which has curtalied a crop previously short. A letter from that place says—"You may, with the most perfect certainty, rely upon the fact of there being not more than the half of a Sea Island crop sent to market this season from Edisto. Of the neighboring Islands, all the information we have been able to gather, state the Crops as inferior, much worse than with us."

Cumberland, Md., Nov. 4.—*Bears—Child Destroyed.*—Dnring the present season, bears have been very frequently seen westward of this place, most generally in or near corn fields. A letter from Petersburg, Pa., published in the Advocate, states that they are often seen crossing the turnpike near that town; and that a small boy, who had been sent in search of the cows, had recently been devoured by bears in that vicinity. The legs and feet of the little sufferer were found, which revealed to his agonized parents the fate of their child.—[Civilian.]

A similar melancholy event is mentioned in the Bradford, Pa., Settler of the 1st inst., from which we learn that a small child in Tioga county was lately seized by a bear, whilst in a field with some cows, not far from the dwelling, but before assistance could be rendered by some men who were in sight, was deprived of life, and partly devoured.

The same paper states, that an acquaintance in Smithfield had been recently seized, and considerably mangled, by a wounded bear, of which he and others had been in pursuit. He was saved from death by the timely interference of his comrades.—[Baltimore Patriot.]

On the Twenty-third Sunday after Trinity November 2d, the Bishop of this Diocese instituted the Rev. Thomas Pyne, A. M., late Rector of St. Paul's Church, Brooklyn, into the Rectorship of St. Peter's Church, in this city. The Morning Prayer was read by the Rev. Samuel H. Turner, D. D., of the General Theological Seminary, assisted by the Rev. Charles Luck, of the Church of England, and the sermon, being the annual matriculation sermon of the General Thological Seminary, preached by the Rev. Bird Wilson, D. D., of that Institution.—[Churchman.]

The Newark Daily Advertiser of yesterday relates the following

Tale of Marvel.—Rumor with one of her ten thousand tongues, brought us a mysterious story yesterday of a "mysterious lady," which so far challenged credit that we were induced to send a competent witness in the afternoon to procure more particular information. Our agent, after the fullest opportunity of observation, has returned this morning, and communicates the following facts which we give without embellishment, as he relates them.

On Monday night of last week the family of Mr. Joseph Barron, living in the township of Woodbridge, about three mile from Rahway in this county, were alarmed after they had retired, by a loud thumping against the house. Mr. B's first impression was that some person was attempting to break in, but further observation soon undeceived him. The thumping, however, continued at short intervals, until the family became so alarmed, that Mr. B. called in some of his neighbors, who remained up with the family until day light, when the thumping ceased.

The next evening, after night fall, the noise recommenced, when it was ascertained to be mysteriously connected with the movements of a servant girl in the family,—a white girl about 14 years of age. While passing a window on the stairs, for example, a sudden jar accompanied with an explosive sound broke a pain of glass: the girl at the same moment being seized with a violent spasm. This of course very much alarmed her; and the physician (Dr. Drake) was sent for, came, and bled her. The bleeding, however, produced no apparent effect: the noise still continued as before, at intervals, wherever the girl went, each sound producing more or less of a spasm, and the physician with the family remained up during the night. At day light the thumping ceased again. On the third evening the same thing was repeated, commencing a little earlier than before, and so every evening since, continuing each night until morning, and commencing every evening a little earlier than before, until yesterday, when the thumping began about 12 o'clock at noon.

The circumstances were soon generally spread through the neigborhood, and have produced so much excitement that the house has been filled and surrounded from sun-rise to sun-set every night for nearly a week. Every imaginable means have been resorted to in order to unravel the phenomenon. At one time the girl would be removed from one apartment to another, but without effect. Wherever she was placed, at uncertain intervals the sudden thumping noise would be heard in the room. She was taken to a neighbor s house; the same result followed. When carried out of doors, however, no noise is heard. Dr. Drake who has been constant in his attentions during the whole period, occasionally aided by other scientific observers, was with us last evening for two hours, when we were politely allowed to make a variety of experiments with the girl in addition to those heretofore tried, to satisfy ourselves that there is no imposition in the case, and if possible to discover the secret agent of the mystery.

The girl was in an upper room with a part of the family when we reached the house. The noise then resembled that which would be produced by a person violently thumping the upper floor with the head of an axe, five or six times in quick succession, jarring the house, ceasing a few minutes, and then resuming as before. We were soon introduced into the apartment, and permitted to observe for ourselves. The girl appeared to be in perfect health, cheerful, and free from the spasms felt at first, and entirely relieved from every thing like the fear or apprehension which she manifested for some days. The invisible noise, however, continued to occur as before, though somewhat diminished in frequency and sound while we were in the room. In order to ascertain more satisfactorily that she did not produce it voluntarily, among other experiments we placed her on a chair on a blanket in the centre of the room: bandaged the chair with cloth, fastening her feet on the front round, and confining her hands together on her lap. No change however, was produced: the thumping continued as before, except that it was not quite so loud: the noise resembling that which would be produced by stamping on the floor with a heavy heel. Yet she did not move a limb nor a muscle that we could discover. She remained in this position long enough to satisfy all in the room that the girl exercised voluntarily no sort of agency in producing the noise. It was observed that the noise became greater the farther she was removed from any other person. We placed her in the door-way of a closet in the room, the door being ajar to allow her to stand in the passage. In less than a minute the door flew open, as if violently struck with a mallet, accompanied with precisely such a noise as such a thump would produce. This was repeated several times with the same effect. In short, in whatever position she was placed, whether in or out of the room, similar results, varied a little, perhaps, by circumstances, were produced. There is certainly no deception in the case. And now for conjecture. For ourselves we offer none, but among other conjectures which have been suggested by Dr. D. and others is that the phenomenon is electrical.

This conjecture is supposed to be supported by the fact that the noise is prevented by the intervention of substances that are non-conductors; as for instance, when a pillow was placed between her person and the door in which she stood, no noise or effect whatever was discoverable. So when she gets upon a feather bed: and again if she lays at length on the floor, the thumping appears to be near her head, which is very much affected at the moment of the report, so much so that she screams; on one such occasion she said it appeared as if some one was "knocking her brains out."

The noise of the reports may be heard at least 100 yards from the house.

EXCERPTS.

[*From the New British Novel called "Dacre."*]

It certainly is a most fortunate circumstance that watches and cloaks are never in love, for without their interference poor time would, indeed, be most sadly belied. Every one takes his own fanciful view of the rate that he flies. Suspense makes a moment an age, and joy turns a day to an hour. Ennui lives a life in every week: and whilst idleness chides the slow flight of his foe, industry murmurs that he escapes her so swiftly. Still old time goes on his own unwearied and unvaried pace, and various are the contrivances which, like faithful emissaries, mark that he does so, and love—even love—must submit to the cold decision of a well regulated clock. Lovers may storm at delays that barely exist, and protest that hours gone by are yet to come; but, the dull, insensible minister of time looks on unmoved by his passion, he strikes with stern justice—points at truth with his hand, and man must bow to the power of calculation he has lost."

"How often is the happiness of married life destroyed by the weak indulgence of a captious temper. How often may the confidence of those who have no thoughts but for each other be shaken, by this uncertainty in the effect produced by their communications. How completely is the mutual ease, the unrestrained openness, happy feeling of equality destroyed, when the curl on the lip and the frown on the brow must be watched, and the tone of the voice must be listened to, ere the subject in question can with safety be broached. When once the thought that *now* was the fitting opportunity has crossed the mind of either party, and when the delay is felt more as a reprieve than a privation, then may both be sure that for the questionable pleasure of indulged irritability, one of the blessings of matrimony has been forfeited. They are at once deprived of the comfort of that quick and open interchange of thought and feeling which should exist in wedded life."

"Marriage is to a woman at once the happiest and the saddest event of her life; it is the promise of future bliss, raised on the death of all present enjoyment. She quits her home, her parents, her occupations, her amusements, every thing on which she has hitherto depended for comfort, for affection, for kindness, for pleasure. The parents by whose advice she has been guided—the sister to whom she has dared to impart the every embryo thought and feeling—the brother who has played with her, by turns the counsellor and counselled—and the younger children, to whom she has hitherto been the mother and the playmate—all are to be forsaken at one fell stroke; every former tie is loosened, the spring of every hope and action is to be changed; and yet she flies with joy into the untrodden path before her. Buoyed up by the confidence of requited love, she bids a fond and grateful adieu to the life that is past, and turns with excited hopes and joyous anticipation to the happiness to come. Then wo to the man who can blight such fair hopes—who can treacherously lure such a heart from its peaceful enjoyment, and the watchful protection of home—who can, coward-like, break the illusions that have won her, and destroy the confidence which love had inspired. Wo to him who has too early withdrawn the tender plant from the props and stays of moral discipline in which she has been nurtured, and yet make no effort to supply their place; for on him be the responsibility of her errors—on him who has first taught her, by his example, to grow carless of her duty, and then exposed her with a weakened spirit and unsatisfied heart to the wide storms and the wily temptations of a sinful world."

"There is something in the wildness and sublimity of mountain scenery, that tends to remind us rather of eternity than decay. The perishable works of man are no where to be seen. No city lies in gloomy ruins, to show the outlines of its faded greatness—no remnant of a sanctuary here stands to show the worship that has passed away. We see no falling records of the glorious deeds of those whose names are learnt in history's page. We stand upon the mountain, and we scarcely know that man exists upon the earth. This is not the land where arts have died, or science been forgot—these rocks never echoed the eloquence of orators, or the song of the poet—these waters never bore the proud ships of the merchant—this soil never yielded to man the fruits of his industry. It is not here that the finger of time can be recognized. In vain would he set his mark on snows that never melt, or disturb the fast-bound form of adamantine ice. In vain he stretches out his hand where the rushing torrent, and the waving waterfall, blest with an eternity of youth, dash on their headlong course, regardless of the blighting power that withers strength, or lulls to rest the creations and the creatures of mortality.

"Here may we pause, and say that Time has lost his power. Here may we view the faint efforts of Time overthrown in an instant. Changes there are; but the work of an hour has defeated the slow progress of decay. The lightning of the thunder-storm—the blowing tempest—the engulphing flood—the overspreading avalanche—have effaced from the surface of nature the impress of Time, and left nought in the change to remind us of age. Surely there are scenes in life which seem created to awaken in mankind the recollection,—that even Time can lose its power. Who will not feel the nothingness of the pleasures—the cares—nay, even the sorrows of our petty span, when, for a moment, he dwells with his heart and soul upon the thoughts of an eternity!—Yes, it will sober the gay—it will comfort the grieved."

"Nothing adds more to the consciousness of wo than being surrounded, in vain, by all that wealth can purchase or luxury invent. When the heart sickens at the sight of objects that in happier times gave pleasure, how painfully is the conviction pressed upon the mind, that it was to the lost happiness within, they must have owed their power to please? When the dull cold eye gazes with indifference on the unaltered baubles that have amazed, and the employments that have occupied, who is not the more forcibly reminded of the change that has been wrought in themselves? and whilst memory quickly summons the sad contrast before us, the bitter certainty becomes more fixed in our hearts, that the train of joyous thoughts they once could give has vanished from our minds."

"There are events in life that seem too great, too sudden, too overwhelming, to be true. We cannot believe that the hopes, the joys, and the sorrows of life, can depend on the work of a minute. We measure by the hours, the days, and the years, that have been spent in their anticipation, enjoyment, or endurance. We look to the gradual realization of our hopes and wishes; we think our joys will be weakened by decay, ere they depart. We trust that time will wear away, with its slow workings, the keenness of sorrow: but on these sudden revulsions of fate we are too much startled to believe them possible, and the first impression is to doubt the reality of the change that has been wrought."

"The arrival of letters from home is always a moment of excitement to those who are travelling abroad. It recals us at once to all we have left—to the cares we would forget, the sorrows we would efface, the joys that are passed. The messenger is expected with feverish impatience, and yet we tremble to read the tidings he brings. The letters are placed in our hands, and quicker than thought the directions are looked at, the hand-writings are recognized, and we glance at the seals to descry if any have come on a message of death.

"Some are sure to tell of change; and the change will startle, when its progress is unseen. Perhaps we read that friends will join us in our pilgrimage abroad, their fortunes broken, or their health impaired. We hear the men we left in power have ceased to rule. The splendid mansion where we danced and feasted is now the prey of creditors, who once decked it so richly for pleasure. The house that wept a father's death, now lights its halls in honor of its heir. The giddy girl has pledged her troth—the reckless youth has learnt a husband's fondness, and a father's care—the widow wears again the bridal robe—the laughing girl we saw so full of life, now droops beneath the blight of pale consumption—the child who frolicked at our parting, is cold and stiff within its early grave.

"The afflictions we grieved for, have ceased to afflict, and the joy we rejoiced at, is turned into sorrow. Yes! we read of such changes in those with whose image we have long been familiar: we marked them not when we were near, but, when removed to a distance, they show us the progress of life.

"How sadly this progress is watched by the mind which is dead to all changes, and stands still in its grief! How dispiriting to see the healing powers of time in others close the wounds of sharp affliction, and yet to feel it has not plucked from our hearts the deep canker of disappointment!"

"Lady Emily Somers had certainly been one of those whom education and habit had alike combined to cherish every feeling which nature had implanted. Her nature was to love and to be loved, and she had been nurtured and brought up in the atmosphere of affection. Her sensibility had not been deadened by the voice of unkindness. She had known no vicissitudes of fortune—she had borne no affliction—she had suffered no illness. The occasional irritability of her father's temper had sometimes cost her a pang, but then it was her pleasing task to dispel the frown that was gathered on his brow: and though she had watched with anxious care the bed of sickness, she never yet had failed to impart to the sufferer the cheering influence of her own sanguine disposition. She had met with all the admiration from the world which her beauty and her charms deserved, and yet she was unconscious of distinction. She had always been lovely—she had always been engaging, and she had been admired and loved from her infancy. Admiration came not to her as the welcome tribute to an ambitious vanity, but as that to which she had been so accustomed, that it seemed a part of life itself; she thought the better of human nature for the kindness she experienced, but knew not that she created the feelings she approved. Her life had been but one bright chain of smiles, and joy, and hope—her first and only sorrow had been the fear of Dacres' inconstancy, and the having unconsciously misled her mother, respecting her feelings towards him. But now she had met him at Denham, her confidence in his love was reassured. She had since confided all to her mother, and she had been folded to that mother's heart, and thanked for the motives that had restrained her confidence, at a time when she needed and desired the comfort of a parent's support."

"There have been some who think that love is a native of the rocks; but its birth place matters little, when once it is called into being, for it can thrive alike wherever it is transplanted. It shrouds itself in an atmosphere of its own creation, and sees the surrounding objects through the medium of its own fanciful halo. The existence of colors depends not more on the rays of the sun, than depends the hue which is lent to all that is external, upon the internal feelings of the mind. The bustling scenes of gayety may appear ill suited to the indulgence of deep feeling, yet the mind which is preoccupied by some absorbing thought, has not only an inward attraction that bids *defiance* to the intrusion of others, but has even the power of converting into aliment all that should tend to destroy its force. The crowds that pass before the eyes of a lover, seem but as a procession of which his mistress is the queen. If he talks to another, it is to listen to the welcome theme of her praise from the voice of partial friendship; and if the actions of others ever attract his attention, it is to observe with the general watchfulness of a lover, the manner and reception of those whom he regards as rivals."

"It is seldom, indeed, that friendship, pure friendship—exists, where love dares creep in. From the ties of kindred and of gratitude may spring affection in its purest form—regard, respect; but the friendship that arises from the conscious preference to each other's society—the friendship that induces the opening of the heart, the almost unrestrained confidence of feelings, thoughts, opinion—the friendships that lets the stranger know the secrets of our home, and yields to intimacy the claims which kindred only should assert—treads a dangerous path. The happiness of one, if not both, is too often sacrificed in the vain endeavor to check the growth of feelings that are nourished with fresh food. In single life, the wish for dearer ties will soon arise; and often, too often, in married life, has the friendship, begun in innocence and honor, displaced the joy and peace it never can restore.

There are few whose vanity will not rejoice at the flattering distinction of being chosen confidant—few whose hearts can withstand the interest created by this dependence on the counsel, the confidence, or the sympathy of themselves: and friendship, fairest, gentlest child of love, is soon exchanged for passion fierce and strong. Young hearts should beware how they tread in this path of delusion. The friend of the family may prove an admirer, he may win affections that he did not seek—may give his love to one who neither knows nor heeds its possession—he will see the cloud that is gathered on the husband's brow—he may hear the hasty word, the harsh rebuke—then watch the tear that is shed by the wife from coldness or neglect; and from pity for the woman's sorrows springs the love that cannot, or that should not, be requited.

FOREIGN MISCELLANY.

The Late Mr. Canning.—Through the whole of the Napoleonic wars this man was the evil genius of the Peninsula; for, passing over the misplaced military powers which he gave to Mr. Villiers' legation in Portugal, while he neglected the political affairs in that country, it was he who sent Lord Strangford to Rio Janeiro whence all manner of mischief flowed. And

when Mr. Stuart succeeded Mr. Villiers at Lisbon, Mr. Canning insisted upon having the enormous mass of intelligence, received from different parts of the Peninsula, translated before it was sent home; an act of undisguised indolence, which retarded the real business of the embassy, prevented important information from being transmitted rapidly, and exposed the secrets of the hour to the activity of the enemy's emissaries at Lisbon. In after times when by a notorious abuse of government he was himself sent ambassador to Lisbon, he complained that there were no archives of the former embassies, and he obliged Mr. Stuart, then minister at the Hague, to employ several hundred soldiers, as clerks, to copy all his papers relating to the previous war; these, at a great public expense, were sent to Lisbon; and there they were to be seen unexamined and unpacked in the year 1826! And while this folly was passing, the interests of Europe in general were neglected, and the particular welfare of Portugal seriously injured by another display of official importance still more culpable. It had been arranged that a Portuguese auxiliary force was to have joined the Duke of Wellington's army, previous to the battle of Waterloo; and to have this agreement executed, was the only business of real importance which Mr. Canning had to transact during his embassy. Marshal Beresford, well acquainted with the characters of the members of the Portuguese regency, had assembled fifteen thousand men, the flower of the old troops, perfectly equipped, with artillery, baggage and all things needful to take the field: the ships were ready, the men willing to embark, and the marshal informed the English ambassador, that he had only to give the order, and in a few hours the whole would be on board, warning him at the same time, that in no other way could the thing be effected. But as this summary proceeding did not give Mr. Canning an opportunity to record his own talents for negociation, he replied that it must be done by diplomacy; the Souza faction eagerly seized the opportunity of displaying their talents in the same line, and being more expert, beat Mr. Canning at his own weapons, and as Beresford had foreseen no troops were embarked at all. Lord Wellington was thus deprived of important reinforcements; the Portuguese were deprived of the advantage of supporting their army, for several years, on the resources of France, and of their share of the contributions from that country; last and worst, those veterans of the Peninsular war, the strength of the country, were sent to Brazils, where they all perished by disease or by the sword in the obscure wars of Don Pedro! If such errors may be redeemed by an eloquence, always used in defence of public corruption, and a wit that made human sufferings its sport, Mr. Canning was an English statesman, and wisdom has little to do with the affairs of nations.—[Colonel Napier's History of Peninsular War.]

Expedition to Central Africa.—On Thursday morning the expedition for exploring Central Africa, under the command of Dr. Smith, proceeded on its perilous undertaking. The party consists of Dr. Smith, Captain Edye, of the 98th Regiment, Mr. Charles Bell, Mr. Burrow, besides two gentlemen from India, who will accompany them as far as Latakoo. They were escorted in the morning to a considerable distance on their journey by Sir John Herschell, Mr. M'Clear, the Astronomer Royal, Mr. Meadows, and Baron Van Ludwige, gentlemen attached to them by friendship and a common zeal for discovery. They started in excellent spirits, making allowance for those feelings the occasion excited, when solicitude for the safe return of these enterprising men was mixed up with sincere friendship and esteem. Indeed the history of all former expeditions to the interior of Africa proves how much hazard must be incurred, even when the greatest prudence and address are exercised. The present has been planned with much care, and, considering the talents of those engaged, the best results may be anticipated. The whole expedition will assemble at Graaff Reinet, which will be the point of departure on their bold enterprise. When Captain Edye was leaving the barracks in the morning, the 98th Regiment, with the band, turned out, a gratifying token of the respect and esteem felt for him by his brother officers and men.—[South African Advertiser, July 11, Cape of Good Hope.]

Post diem Surgery.—In June, 1833, a miller received a sabre cut at a public house, which completely amputated his right ear. Before he left the house he picked up the ear from the ground, and put it in his pocket. This was in the evening.—Early in the following morning he went to a surgeon and showed him the ear, now cold, and somewhat crushed. The surgeon washed the ear in spirits and water, and made a new edge to the part of the wound which the man still possessed, and to that of the ear which he had lost. After accurately fitting the parts, he kept them together by four stiches, and dressed them with adhesive plasters, compresses, and an appropriate bandage. The day after some of the dressings were removed, in order to make sure that the parts were in contact; the point of union was then observed to be red, the patient was feverish, and had thirst and headach. In eight days these symptoms disappeared, and the helix began to assume its vital warmth; the lober extremity united the first; the other parts suppurated, and granulations appeared on the cartilages. In a little more than a month the cure was complete; the patient's right ear was almost in the same condition as the left, and all that was remarked was an eliptic linear cicutrix at the point of union.—[Medical and Surgical Journal.]

Fertility of Belgium.—The glorious fertility of the agricultural districts well deserves to be mentioned. Were there nothing else to reward a traveller for going thither, I think the sight of the rich fields of Flanders would be enough to do it. * * * England has noble fields of grain, and her herbage is rich and abundant; but in Flanders the soil is crammed with produce, and the corn stands on the ground like a solid mass. In short, Belgium is a beautiful little kingdom, and, notwithstanding the extent of territory be small, it has sufficient within its circuit to give its name a higher rank among the nations of the continent than its extent of domain alone could justify.—[Mrs. Trollope's German Tour.]

Namik Pasha.—The following notice of Namik Pasha, the Turkish ambassador who has just arrived in this country, is given by the correspondent of the *Morning Herald* at Constantinople:—"The presence of Namik Pasha in England, at this moment, must be hailed as an event pregnant with great results. No man knows better what may be made of Turkey—no man knows better that the weakness so often complained of is in her government, not in her people.—If so inclined, he can enlighten the British Cabinet on the identity of our interests with those of his country. Namik Pasha is a superior man, and to him Turkey owes many of her internal improvements; his brigade has always been an example of order and industry; he caused all his men to be instructed in some mechanical art, so that the many leisure hours of a military life have not been hours of idleness. The army is indebted to him for the translations of several useful works on tactics; he has been a warm advocate of education, and was the main instrument of establishing it on the Lancasterian system, which under his fostering care, has already been spread far and wide, notwithstanding a thousand vexatious difficulties ever thrown in his way by the narrow-minded. In a word, Namik Pasha has already rendered important service to his country, and I sincerely hope his efforts to save it from the impending danger may be crowned with success, which depends upon England alone.

Influence of the Stomach.—The emotions of the mind have a powerful influence upon the stomach.—Let a man who is going to sit down to dinner with a good appetite, receive a piece of news, either exceedingly joyful or exceedingly distressing, his appetite goes in a moment. Children who are about to set out on a pleasant journey, it is well known, cannot eat. This, when I was a child, used to be called being "journey-proud." On the other hand, a blow upon the stomach will sometimes take away life instantly; a drink of cold water, when the body has been very hot, has often had the same effect. Attend to your companions when on a journey a-foot: as their stomachs grow empty, how sullen and silent the whole party becomes! let a crust of bread a little cheese, a glass of ale or wine be taken, and cheerfulness immediately reigns, even long before any nutriment has had time to reach the general circulative system. These things all show the general sympathy between the stomach and every other part of the body.—[Carbutt's Clinical Lectures.]

Zincography.—It was but a few years past that we had to record an advance in the fine arts, in the invention of lithography, which afforded increased facilities in the art of engraving. Lithography is now, however, likely to be displaced, at any rate to a great degree, by the invention of an ingenious Frenchman, M. Breugnot, who has succeeded in preparing a composition of metal, the basis of which is zinc, upon which drawing and writing can be effected with equal, if not with greater facility than upon stone, and as easily applied to paper with the same machinery. The art of zincography has several advantages over that of lithography, amongst others, in the portability and comparative cheapness of the plates, over the necessary bulkiness and cost of stone. These plates can even be adapted to a lady's portfolio, to any thickness, and to any size, a desideratum much wanted in lithography. The invention of zinchography has received the sanction of the Royal Academy of Paris, and we understand that M. Breugnot has sold the patent for Great Britain to Mr. John Chapman, of Cornhill, who feels confident that he shall be able to adapt this improvement to every department in the art of engraving. In Paris, they have already succeeded in printing large window blinds with one plate, and we believe experiments have been made on silk and cotton, which warrant the supposition that zincography will soon be applied in our silk and cotton printing establishments.—[Morning Herald.]

Cure for a Bad Appetite.—An Irish Student complained to a friend, a few evenings ago, that he had lost his appetite, when the latter recommended him to eat oysters in the forenoon, which would restore it. Some time after the student met his friend, and upbraided him with the folly of his receipt, by stating that he had eaten a hundred of oysters, as desired, but did not find that his appetite was a bit better than it was before he had eaten them.—[Dublin paper.]

A mine of silver and copper has been discovered in the environs of Pernwelz, district of Tournay, Belgium. The discoverers have applied to the government for leave to work it, but nothing has yet been determined.

In Moore's Philadelphia Price Current, we find it stated that the increase of Wool in the United States for the last two or three years, has been estimated at the rate of 20 per cent. per annum. The amount of wool raised last year and brought into market, was about sixty millions of pounds—this year it is probably seventy five millions, and next year it will be ninety. England produces one hundred and sixty millions pounds annually, and as all her grazing lands are taken up, she cannot be expected to produce much more.

The United States then at the present rate of increase, will soon take the lead in amount, and very probably in quality, and with so vast a territory adapted for sheep grazing, will become the great wool maker of the world.

The sheep which are fed on the wild aromatic herbs in Luxemburg, are small, (as in all mountainous countries,) but celebrated for the delicious flavor of their flesh. The breed is nearly the same as that in the Ardennes, which was introduced into Scotland above a century back, and the race only declined within the last thirty years, when a larger and more profitable breed for the farmer was brought from England. A celebrated *gourmand* of the north, however, retained his favorite mutton till his death, very lately; a short time previous to which he observed, that "life was not worth holding since the breed of the Ardennes sheep was become extinct."

We learn from a Montreal papers that the British Government has given a decision in favor of allowing American Beef and Pork salted, to be exported from the Canadien ports to other British ports, duty free. This will enable the West Indies to obtain their articles of provisions at much cheaper rates than heretofore. The consequence of this decision will be, to create a more extensive demand for Beef and Pork, from New York, Pennsylvania, Ohio, and Michigan, in the Montreal and Quebec Markets.